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HONGKONG, TUESDAY, OCTOBER 29TH, 1901

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Bargains can be had in percent hand Machines.

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PURE WE HAVE JUST LANDED AND HAVE NOW ON SHOW A LARGE ASSORTMENT IN FANCY BOXES.

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SHIPPERS TO CHINA FOR 75 YEARS. Their Brands are favourably known all over the World. The following are some of their Stocks with the undersigned:-

SUPERB OLD COGNAC.

C.P. & Co.'s INVALIDS' PORT

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\$20 PER DOZ. This fine Wine is old, soft, and of grand flavour See analysis and certificate by Professor Cassall DOURO PORT.

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ANOTHER FINE COGNAC, \$16.75 per doz. Less old than the above.

THE ELITE OF WHISKY:-THE "PALL MALL,"

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11 Years old; the finest quality shipped.

Each bottles bears an Analyst's certificate.

A natural and most pleasant wine to the taste. & Co.'s OWN SPECIAL BLEND WHISKY,

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Very soft, palatable, and mature. EVERYBODY SHOULD TRY THESE ITEMS; BENEDICTINE LIQUEUR-D.O.M.,

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CHRISTMAS and NEW YEAR CARDS. A Larger Assertment than ever. Mails for Europe close November 22nd and 27th, and December 2ild LITTLE SWEETHEART CIGARETTES

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500 for \$10.00 100 for \$2.25 MANILA CIGARS GERMINAL FACTORY EGYPTIAN CIGARETTES Hest Brands. In Air-Tight Tins.

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PUMPS, PACKINGS, GENERAL STORES AND ENGINEERS' TOOLS OF EVERY DESCRIPTION. ENGINE & SHIPBUILDING WORKS, OFFICES & SALES-ROOMS,

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HAVE RECEIVED a NEW STOCK of SOFT FELT HATS in ALL SIZES and the LATEST SHAPES in "DOUBLE" COLLARS.

LEATHER TRUNKS, BRIEF BAGS, DRESS SUIT CASES, &c., Are now being Shown.

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Shipment of BON-BONS CRACKERS of latest designs and descrip-10% Discount for Cash.

Inspection earnestly solicited. H. RUTTONJEE, No. 5, D'Aguilar Street; Nos. 39 & 40, Elgin Road, Kowloon. kong. 28th October, 1901. [2737] Hongkong. 28th October, 1901.

C. LAZARUS & CO. 60 & 61, BENTINCK STREET. CALCUTTA

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TELEGRAMS: "CARMICHAEL," HONGKONG A B C Code, 4th Edition. Ad Code Lieber's Standard Code. EELEPHQNE, 232. Hongkong 21st June, 1901.

OWNERS of HOUSES situated in the Central Division of the City of Victoria and in the Western Division of Kowloon, who have not had their premises LIMEWASHED and CI.EANSED in accordance with law, are reminded that the period during which the work should be finished ends on the 31st day of October, 19.1. and the Sanitary Board being convinced of the necessity of CLEANLINESS in its efforts to STAMP OUT PLAGUE, i determined to RIGOROUSLY PROSECUTE any owner in default after the above named

The Central Division of the City lies between Garden Road on the East, and Morrison Street and East Screet on the West. The Western Division of Kowloon is all that part of the Kowloon Peninsula to the West of Robinson Road and includes Tsim Sha Tsui, Yau Ma Ti, Mong Kok Tsui, Tai Kok Tsui and Sham

By Order of the Board. G. A. WOODCOCK, Secretary.

Sanitary Board Office, Hongkong, 1st October, 1901. NOTICE FROM SHANGHAI.

DRIME ROAST BEEF, GAME, BRAWNS, PORK and GAME PIES, PRICE, complete, with accessories for Billiard. &c., can be obtained from the undersigned Orders will meet with prompt and careful THE SANITARIUM OF SOUTH CHINA. during the cold weather.

HOPKINS' BUTCHERY. Corner of Ningpo and Szechuen ROADS, SHANGHAI. Shanghai, 21st October, 1901. SHOPTHAND AND TYPEWRITING.

ESSONS can be had in the above Subjects at a Moderate Charge. For further particulars, apply to— CHAS. J. JUDAH, Care of Daily Press Office. Hongkong, 24th October, 1901.

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89A, TOP FLOOR, QUEEN'S ROAD CENTRAL. Opposite to Chas. J. Gaupp & Co Hongkong, 20th March, 1901.

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A First Class Hotel in every respect

Smoking Rooms.

Dining Accommodation for 250 persons

Cuisine of the best.

Hot and Cold Water throughout Wines and Groceries imported specially from

Electric Lighting in the Billiard Rooms. Wines, &c., cooled by Refrigerator.

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Bedroom Accommodation-132 rooms. Fire Extinguishing Mains on every floor

CHARGES MODERATE.

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ICE HOUSE STREET, HONGKONG.

FIRST-CLASS PRIVATE HOTEL. Handsomoly Furnished and Exceedingly

Spacious Rooms. Very MODERATE TERMS to FAMI-

THE CONNAUGHT FIRST CLASS HOTEL of 45 Bedrooms, elegantly furnished. The Hotel is situated near all the Banks and Principal Offices in the Colony.

Cuisine excollent ; under Experienced Ma-

Manager. Hongkong, 1st December, 1899. HING KEE HOTEL.

TITHIS First-class and well-famed establishment is pleasantly situated in the centre of PRAYA GRANDE, facing south, with a charming view of the sea on the front. Comfortable and well furnished Bed-rooms.

Terms very Moderate. L. HING XEE, Proprietor.

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Macao is 40 miles West of Kongkong, and the trip is made each day (Sundays excepted) by the Steamer "HEUNGSHAN," Capt. W. E CLARKE, leaving Hongkong at 2 P.M. and Macao at 8 A.M. Connection made at Macao with Company's Steamer to sud from Canton. Cable Address-" Boavista."

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Excellent Cusine. Every Convenience of appropried Tra Canton, 1st Octo

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HOTEL CRAIGIEBURN.

Hongkong, 2nd July, 1900.

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A. S. WATSON & CO.

LIMITED,

THE HONGKONG DISPENSARY,

QUEEN'S ROAD CENTRAL.

Hongkong Office: 14, Des Voux Road Cl. LONDON OFFICE: 131, FLEET STREET, E.C.

Honokono, 29th October, 1901.

REASONABLY it might be supposed that the daily sending of the more important news of passing events by telegraph to the East, especially seeing the few words years ago, and is a very genial and popular allowed, would afford but little political officer. scope to the pucker to display his political proclivities. As a matter of fact most papers in the Far East have from time to time noticed a tendency on the part of REUTER's European offices to impart a tinge to the telegrams sent. As fortunately in the universal competition we are not altogether dependent on REUTER, and as we have besides learned his little peculiarities, this small display of partiality does not grievously harm us, even if it have not its accompaniments of utility. It was thus that a few days ago REUTER informed us that the Afghanistan succession, and all questions arising out of it, had been settled between the Governments of Great Britain and Russia in the most completely satisfactory manner. This doubtless, as far as it goes, is important, and certainly to those concerned most welcome news. REUTER has, however, forgotten to tell us the pith from the Chapel in the Roman Catholic of the matter, and has left us completely in | Cemetery. the dark as to whom the satisfaction has been given or what is the matter that has book issued about certain transactions concerning the Chinese Imperial Railways in North China, we might suppose that a 321 hours early. settlement that would afford much satisfaction to Count LAMBDORFF might seem anyin the matter, it might well be that a settlement of a matter in which there was nothing ettled might not be looked at as in a matter for self-congratulation.

assia is concerned the questions

to Afghanistan were settled

An act has been passed in the Philippines creating a Mining Buresu, under the Depart- the Imperial yacht Standart to France, proment of the Interior, and providing a mining code for the islands.

Mr. D. R. Williams, Secretary to the U.S. Civil Commission, leaves Manila for the States on the Sheridan, taking the annual report of the Civil Commission to Washington. for being permitted without questions

Messrs. Douglas Lapraik's steamer Haimun, which reached Manila from this port on the 12th inst. in the fast time of 54 hours, has been chartered by the U.S. Government for ninety days to be used as an inter-island transport. Her tonnage is about 636, and when new, a few years ago, she cost £45,000 sterling.

The leasehold properties known as Stoke's Bungalows East and West, situated at the Peak, and registered in the Land Office as Rural Building Lots 15 and 104, were exposed sia. Russia's word is valueless to her, for to sale yesterday by public auction at the office the very reason that no one will accept it of Mr. H. N. Mody. There was a number of bidders present, but the subjects did not find : in the open market. The transaction would purchaser and were bought in at \$17,000. be equivalent to the exchange of a Bank of

When H.M.S. Centurion was paid off at Portsmouth on the 19th ult, the crew were case where the wish is father to the thought. mustered on deck and addressed by Capt. That the constituents whom Reuter loves J. R. Jellicoe, C.B., who said the commission to tickle in the East would be delighted had been a long one, and they had done some that England would make some specially very hard work. It was very seldom that captain had the opportunity of leading his men foolish pact with Russia, we have some in warlike operations, but although he was knocked out early in the campaign, he saw enough to make him proud of the crew he commanded. They had won the approbation of the King and the Lords of the Admiralty, and had brought honour and renown to the navy.

> The Sin Wan Pao says that General Ma has been recommended to station six of his regiments at the important points of the Pekingline by the foreign Ministers, on account of his army being exceedingly well disciplined. Our native contemporary further says that Sir Ernest Salow, British Minister at Peking, has lately if the Russians have definitely decided to return to China the railway line beyond Shanhaikwan, the railway inside of that line, which is at present under the British control, will also be returned. The date of this return has to be fixed later.

Sondenio Mondigeren, a ladrone captain, who is known among the Philippines constabulary as the "Terror of Batsan," was arrested in Manila on the 17th inst. by the municipal police, and next day he was turned over to the constabulary and taken to Bataan province, where he will be tried by the Court of First Instance. Mondigeren was formerly an officer in the insurgent army, and figured prominently in the northern campaign of '99, and 1900. He is known as an intropid leader, for with all his faults he is said to be undoubtedly a brave man -a typical swashbuckler and free-booter-and for this reason his operations in Bataan were great menace to the peace of the province.

Mr. Henry Dallas, at the head of his Opera Company for the forthcoming Calcutta season, arrived at Bombay on the 6th inst. by the P. and O. steamer Valetta, with sixteen artistes, twelve of whom are ladies. With reference to the threatened litigation in Calcutta to be brought against him by Mr. John Gunn in the event of his producing Toreador at the Theatre Royal, Mr. Dallas, in answer to a query from a representative of the Advocate of India, said that he was the first manager of big companies in the East to agitate for the copyright of dramas and musical plays. His solicitor in London informed him that no such copyright existed. As a proof of this, some of the best songs in Torcador had already been sung in Calcutta at the Opera House, the very theatre Mr. Gunn is going to open in. These songs H.M. battleship Barfleur, Capt. Sir George have been introduced in The French Maid. As litigation came in.

Britain, always an important factor in the lished in London; and in Lancashire, which County Council has made a special grant for the teaching of Chinese; while some subscriptions have been also promised by gentlemen who have special knowledge of the country, and are in the Far East. Mr. Henry Harrison, Prosident of the Blackburn Chamber of Commerce, and Mr. Yerburgh, M.P., have, with great cordiality, supported this movement. authorities of the Owens College have thus Parker, who was for many years one of H.M. Consuls in China, as Professor of the subject. The history, religion, government, and com-

The Russian cruiser Varyag, which escorted cooded to the Far East from Dunkirk on the

The name of King Alfred, whose millennary has just been celebrated at Winchester, will be perpetuated in the modern british mavy, being that of a first-class cruiser of 14,100 which is about to le launched at Barrow-in-Furness.

On the 18th inst. the Governor of the Straits Settlements and several other gentlemen met at the Town Hall, Singupore, to view the newly arrived portraits of Admiral of the Fleet the Hon. Sir Henry Keppel, G.C.B, and of the late Sir Charles Bullen Mitchell, G.C.M.Q. The portraits are to be placed in position with the other portraits in the Town Hall. There is now in the present building room for only three,

The cost to the United States of running the Insular Government in the Philippines for the last quarter of the year 1901 comes close on to two and a half millions of dollars, gold; the aggregate claims of the Powers exceeding actual figures, according to the act appropriating a sum for that purpose from the funds now in the Insular treasury, being \$2,490,143,82. But this act of appropriation does not cover all the expense of government for the fourth quarter of the year, as appropriations have already been made for some of the departments up to the end of the year, and sums for anticipated deficiencies in those departments are nov only provided for.

The Times of the 21st ult. says :- Many of the proceedings of Russia bear a strong resemblance to those of the Scotchman who warily placed his leg over the wall of his neighbour's fruit garden, and who, when unexpectedly asked by the proprietor where be was going, is said to have replied "Book agin." Encroachments on the rights of others, which would be abandoned if they were dealt with at the place and at the time of their occurrence, are apt to become established arrangements while Ministers in a distant country are concommunicated to Li Hung-chang the fact that sidering in what way they should be treated, or are listening to polite assurances that no harm is either intended by or is in the least likely to proceed from them.

> The Ethiopian Minstrel Troupe will make their first appearance before the public at the Kowloon Institute to-night at 8 p.m. The Minstrels are men of the Fleet Reserve, and they have been working hard for some time past to prepare the excellent programme decided on. The entertainment will be given in connection with the weekly free musical evenings the Rov. J. H. France provides for the seamen of the port, and as Commodore Powell, C.B., has consented to be present, with others who take an interest in the recreation of our seamen, a large audience may be anticipated. The programme consists of twenty-six items, the closing being a tableau." Britannia." The entertainment, with variations, will be repeated later, when a charge for admission will be made on behalf of the Institute.

"Phlegmatic ' is the derisive adjective prominent in Continental appreciations of our character. It will soon be, if it is not already, inaccurate. Having survived a severe attack of "Made in Germany," we have now (says Commerce) developed a new species of complaint, which for brevity's sake we designate Americanitis. Our diagnosis shows it to be a severe form of inflammation of the business bump, induced by nervousness, and the iteration and reiteration of minor successes by the born-advertisers trans-Atlantic. We have cast reserve to the winds, and are working ourselves up into a state of feverish excitement. In conclusion, Commerce thinks our commercial system needs a little bracing up. Where Americans, who want to run our steam boats and trains, can see profits, our own industrial captains ought to be able to make them.

Mr. Harry De Windt, the explorer, is about to make a third attempt to accomplish an overland journey via Behring Straits between Europe and America: In the third week of January Mr. De Windt and Mr. Harding will kept busy. A good try came from the The Globe, commenting on the appointment of leave Yakutsk and go north-east, over uninha-Mr. E. H. Parker to the new professorship of bited and practically unknown country, to Chingge at Owens College, Munchester, says: - | Nijni Kolymsk, the most remote north-easterly The trade relations of the Far East with Great | settlement of Siberia, on the shores of the Arctic Ocean, a distance of 1,500 miles. From commercial development of this country, have here he will attempt to cross the Straits on the become of special interest in view of the recent lice. Mr. de Windt's chief object is to survey occurrences in China; and anything that tends | the country to the north-east of Yakutsk, to to facilitate those relations is worthy of en- which point the Russian Government is procouragement. In the ferefront of commercial jecting a railway next year from Irkutsk. equipment stands a knowledge of the Chinese Yakutsk will then be the junction of the Manlanguage, and there is in this country, as in the churian and Siberian systems. From Yakutsk United States and on the Continent, a growing | to Behring Straits the country, which, with the recognition of the necessity for the special exception of one mountain range, is all flat, will training of Englishmen who can proceed into also be surveyed in view of a possible extension

The L. and C. Express says: -" We hope clean into the goalkeeper's hands. The home that the Powers interested will let Prince team's forwards took charge from the kick out, hing, or whoever represents what is the will be given to the commissions that China man of the opposing backs an opportunity that starting place. Points were given for nextproposes to send on visits to Australia, America, resulted in the centreing of the ball. A couple very anxious that Englishmen in this part of the Philippines, Java, Bornec, Saigon, and Singapore for the purpose of soliciting sub- on the part of the Club had its raward in the scriptions from Chinese residents towards the netting of the ball. This was nearly counterpayment of the indemnity. Prince Ching has balanced soon after by the Argenaute, from asked the Ministers to furnish the commisioners with credentials, which we trust will and just missed the net by inches. The ball be refused, in the sense he desires. Such a bounded back into play and was taken charge scheme is obviously intended to tax the Chinese of by Brown for the Argonaute. He sent the heavist was the Chinese of by Brown for the Argonaute. He sent abroad, who if they refuse will be visited in a hard shot from ended its career by colliding with a ricksha and Chinese, and have decided to appoint Mr. E. H. through their relatives in Chinese, and have decided to appoint Mr. E. H. such a scheme will receive no countenance got their third goal. In the minority by two, but in whatever from the Powers concerned." We do and with ten minutes to play, the Club began Compan not see why the Chinese abroad should not be to force the game. Five minutes later they saked to contribute to the indemnity fund. If country in distress.

TELEGRAMS.

"DAILY PRESS" SERVICE.

FROM OUR CORRESPONDENTS.

THE CRISIS IN CHINA.

LONDON, 27th October, 8.25 p.m.

INDEMNITY QUESTION TO BE REFERRED TO HAGUE COURT.

Mr. W. W. Rockbill, United States Com. missioner, reports to Washington that will probably be necessary to refer the Chinese indemnity question to the Hague Court of Arbitration, in consequence of the China's promises.

GENERAL NEWS.

MARQUIS ITO ON JAPAN'S MISSION. Marquis Ito at a dinner at the Metropo-

litan Club, New-York, said that the new raising of extensive loans by Japan. He future for the maintenance of the peace the Orient.

The Marquis sailed for Europe on Satur-

CRICKET.

H.M.S. "OCEAN" U. H.M.S. "ENDYMION." This match was played at the Happy Vailey on Saturday, 26th October. For H.M.E. Commander W. B. Fletcher is in charge of Ocean Fitch took 7 wickets for 12 runs.

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H.M.B. "ENDIMION."			ς,' .ξ.,
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Mids. Selby, o Robinson b Dalrymple	ï.	· •	

Lieut. Ridings, R.M.A., c Richmond, Lieut, Jackson, e Price, b Franklin wids. Lewis, b Dalrymple Nav. Inst. Fitch, c Richmond, b Nest ... 31 Lieut. Lampon, R.M.L.I., o Richmond, b. Mids. Dubs, c Price, b Neat & Lieut. Cochrane, c Franklin, b Neat & Sub-Lieut. Colville, c Price, b Neat........ 13

FOOTBALL.

H.K.F.C. "A" TEAM V. OFFICERS OF H.M.S. "ARGONAUT."

This match was played at Happy Valley yesterday afternoon. The Argonauts started the game, and, after some erratic kicking had to play the ball in their own territory. Their custodian returned two easy shots, but the pressure continued nasty, and was only relieved by an unproductive corner kick on the left. wing. Play was then transferred to the opposite end of the field, and a neat shot from the centre-forward of the visiting team was smartly stopped by the club's backs. The game was assuming a much better aspect all round. although the combination could have been improwed. With a hard-working, if at times selfish, line of forwards, the custodians on each side were Argonauts, but their outside-right man, Brown. fluked a nice pass and shot on the wrong side of the net. From the goal-kick the ball was carried up the Club's left wing, but a pass by the outside man was not taken up in time, and the Argonauts' custodian returned the leather to mid-field. The visitors now returned the visit, and had bad luck in not scoring, a swift ball from the left wing being saved by the Club's custodian more by luck than by judgment. The ball, weakly sent out, was again captured by the Argonauts, who were this time successful in scoring. Three minutes before half-time they recorded a second goal. Half-time: -- Argonauts, 2; Club Team, 0.

The Argonauts assumed the aggressive after. the interval, but their first ball was sent got the pass, but was slow, and gave the left of minutes later some nice combination work whose left wing come a shot that struck the bay ve quarters that could trained. reduced their opponents mejority by one, but

ANOTHER DESPERATE IN SAMAR.

A Cathalogan despatch of the 17th inst. to the Manila Times says - Bandar is in a fetment of revolt. Ampther desperate assault of bolomen on American troops is reported, and ten more United States soldiers, brave veterans of China and the Philippines, go, to join the list of those killed at Balanguingen two weeks At the least six are wounded and probably some of these will join the comrades already dead. Had it not been for the watchfulness of an American sentry, another holocaust such as occurred at Balanguingan might have to be recorded in the dark pages of the annals of the Philippine insurrection. The attack was made just at the break of dawn yesterday when the gray clouds of the morning had not yet disappeared, and everything was favourable for the silent, stealthy, and intriderous approach el the savage bolomen.

At the time of the attack the detachment consisting of forty-six men of Co. E of the Ninth Infantry, at present stationed at Tarranguan under command of Captain Schoeffel, were absent from their nost on an expedition for supplies. For the night they had camped temporarily on the banks of the Gandara River. with Lieutenant Wallace, in command, some distance away. Suddenly, without a word of warning a band of five hundred belomen sprang out from the adjacent brush and made one savage rush at the camp. They were quick, but not quick enough to elude the watchful sentry, who with his warning shot ploked off the leader of the gung, capturing LONDON, 27th October, 3.25 p.m. the insurgent flag as it fell from the chieftain's nerveless greep. A desperate hand-to-hand fight immediately enamed, the rifles of the Americans doing deadly execution. The insurgents fought with frenzied energy, and the detachment was about to retire against the tremendous odds, lesving its killed behind, when Lieutepant Wallace arrived with reinforcements just in position in the Far East necessitated the time to prevent defeat and repulse with still heavier slaughter. A few more minutes and the detachment would have been wiped out. After considered it the noble mission of Japan to the lientenant and the rest of the company arrived the bolomen fell lack, evidently to try to play the part of the broker nation in await further reinfercements. The Americans then buried their flend and retired with their wounded. No gins ammonition or stores were lost, and nothing fell into the hands of the bandita which could be put to future use. The reason for retirement was the necessity of procuring surgical aid for the wounded, who were left in desperate plight,

Punitive measures will be taken and these swiftly. Early this morning two gunboats, the Cuiros and the Basco, left Cavite for the scene of slanghter, and will be on hand to take part in any further engagements of like nature. of the Quirce, and Cadet Comfort in charge of

Our contemporary in its issue of the 20th says that three hundred and thirty marines left on the previous evening on the craiser New York for Cathelogen in Samer, under command of Colonel Goodrell and continues: "From the orders that were received the marines are destined for a season of hard hiking [P]. Proparations were being hurriedly made yesterday for this latest movement, as it is known that the natives are leaving the island by the hundreds. A passenger who has just arrived reported that he counted over lifty bancas loaded with from ten to thirty and forty men croming and recreasing between Samer and Layte. With the addition of the powerful tag . Wasepatuck which sailed Friday evening, in addition to the gunboots Quiros and Basco, and with the New York with the detachment of marines, the coast of Bamar will be well patrolled, and a stop putto the attempt of the savages to escape the con-

sequences of their orimes. "A rumous surrent yesterday is to the effect that one of the first detachments sent out after the first outbreak, upon landing at the first town, proceeded to annihilate every living body a found in the district, including men, women and children. This rumour, however, has not been confirmed, and cannot be believed.

"A cablegram was received from General Hughes at Division headquarters yesterday giving a list of the dead and wounded men who participated in Wednesday's fight on the banks of the Gondars. It states that there are ten doed eight of whom were killed outright and two of whom died en route to the hospital at Calbayor, to which town the wounded were conveyed. One the men who died before reaching the hospital was the First Sergeant of Company E. The dangerously wounded number two: there are three men seriously and three alluhily wounded, making a total of eight wounded or two more than yesterday's des-

THE VOLUNTEER SPORTS.

The sports at the Volunteer Camp on Satur. day afternoon were heartily entered into alike by competitors and visitors, and as the hand of the Corps played between the events the time passed pleasantle for all. The first item was a football match between the Field Battery and all Machine Gun Companies The Field Battery wen by our good to all scoring in the first half. A tug of war followed between the are Pield Battery and "A" Company. The first pull was an easy wint for the Pield Battery, but in the second, sithers to they were seed a successful; they bed a squah sulfer struggle; As the conditions were the best out of three pulls, the Field Battery wor the tie . . D. Infentry Company had a bye in the bug-of-war. They were pitted against "C" Company, but the latter Company could not send up a testo. their members not turning up in enflicient numbers. The puttle race was rather interesting. The putter were placed on the granul some and sprinted up the field. The outside right distance sway, and the compelling had to race for them, put them on, and ran back to the "C" Company, was first; Private Wichell, D" Company, second; and Corporal Colling, Company third. The event it which the greatest interest can red was the top of war final between the Plant Battery and Company. There was not much to bloom between

> Severest hold in the evening

en years ago, when after the ats was settled in at Causeway Bay, and belonged, we understand, to-morrow to fright and ran off westwards, and when near | whole course will be given them with that they remain Chinese subjects, presumably they Russia Argenal Street it collided with the rinksha.

reason for surmising, but we doubt if any such pact as is suggested by REUTER would be acceptable by the British nation at large. Arrangements may be made with regard to frontiers and other important details in Asia, and the Public would welcome any sign that showed a disposition on the part of Russia to become a better neighbour than she has recently shown herself. The time is yet distant, we fear, when Russia will consider her best interests to lie in friendly co-operation with her neighbours, and till that time arrives we cannot expect her of her own motion to make such a pact as is suggested in the telegram. There has been no sign of any influence other than friendly having been brought to bear on Russia with regard to Afghanistan, and as Russia, at least in her present temper, is not likely to be moved by friendly considerations to commit herself to a friendly act, we may well, until further news arrives, postpone our congratulations. H.M. storeship Humber went into dock yesterday at Kowloon, Early yesterday morning a grass-stack at Hunghom was destroyed by fire. Dr. G. H. Bateson Wright, Headmaster of the Empress of India to-morrow. half-past four.

act the part of the village bully, and to ask

how much she is to have out of all interna-

tional disputes to keep her hand out of the

mess. She appears to be tempted to look

upon herself as a kind of universal referee.

We can comprehend a suggestion on the

part of Count Lamsdorff that in return

asked to plunder someone else he should

promise to refrain from making an offensive.

display about the frontiers of Afghanistan,

but in such a deal the terms are not equal.

If England gives her word, say not to object

to Russia's ways in Manchuria, she is

morally bound to her engagement, as her

character for truth is of more importance

to her than even a temporary check to

Russian ambition in Northern Asia. The

case is, however, widely different with Rus-

England note for a flash note of hand drawn

on Aldgate Pump. We must, we fear,

accept Reuter's information as but another

Queen's College, and his wife are due here by H.M.SS. Ists and Dido leave for home in day or two. Time-expired men from the ships on this station will proceed home by the Isis. This afternoon the Hongkong Football Chil

will hold a Rugby practice. Sides will be chosen on the field. The kick-off is timed for

Sergeant Williamson, of the Hongkong Police, has been promoted to the rank of Acting Inspector. He came to the Colony about thirteen

The only case of communicable disease reported as occurring in the Colony last week was one of enterio fever in the harbour, the sufferer being an European from the transport

1. S. Warrender, Bart., arrived from Yoke- Mr. Dallas saw no possible chance of protecting hama at 2.30 yesterday afternoon. The Gers himself against a person performing what he man gunboat Illis left for Canton yesterday had in his repertoire, he failed to see where the

The return of visitors to the City Hall Library and Museum last week shows 371 non-Chinese and 133 Chinese visitors to the former. 99 non-Chinese and 1,541 Chinese to the latter

institution. The remains of the late Mr. J. J. Francis will arrive here by the German mail steamer Sachsen, due late to-night; and the burial will take place to-morrow evening, the 30th inst., at 5 o'clock,

In our account of the P. & O. s.s. Parramatta having been in a storm, it was inadvertently someone. Judging from the recent Blue, arriving here. This, of course, should have the interior of China as soon as the country is of railway. read " nearly a day behind her expected arrival." As the Parramatta was not due here until six o'clock on Sunday evening, she was actually has a large trade connection with China, the

Yesterday at the Peak Church Mr., John thing but agreeable to Lord LANSDOWNE, Hastings, of the firm of Messrs. Deacon and Hastings, was married to Miss Dorothy Edmunds. large, who have some little interest at stake A very large gathering of the legal profession the kingdom should be enabled to avail themwas present at the ceremony. Mr. C. D. Wilkinson gave the bride away, the Hon. H.E. Pollock, K.C., was "best man," and the brides. maid was Miss Playfair.

ent of hot over savoury being impaled upon the shaft. The pony was stabled at Mr. D. Kennedy's Horse Repository to Major Richards. While being saddled it took | merce of China will also be dealt with, and the tional system of Owens College. disposition to The shaft entered its chest, death resulting.

HOCKEY.

On the 13th inst. the Indian Brigade played H.M.S. Argonaut and won by 9 goals to nil. On the 18th they played H.M.B. Endymion. An exceedingly good game resulted. Up to the last five minutes the Brigade were leading by three goals to two, when the redoubtable Endymion centre-forward put on two goals in quick succession and won the match. However. the Brigade were avenged last Friday, when they inflicted the crushing defeat on the Endymion of six goals to one. On the 21st H.M.S. Argonaul and won by nine goals to two. The next matches arranged are the returns against the Gunners and H.M.S. Astraea.

> POLICE COURT. Monday, 28th October.

BEFORE MR. F. A. HAZELAND, POLICE Magistrate:

DISTURBING THE CATHIDEAL SERVICE. In order to beguile the time of waiting during the service at the Cathedral on Sunday. number of chair-coolies started an argument. One was especially noisy so noisy that Mr. White, the verger, ball to come out and order him to be quiet. The coolie, however, refused to hold his tongue, and even became abusive. he was finally brought to the Central Station and lodged in a cell.

His Worship fined him \$8, with the alternative of 14 days hard labour. GAMBLERS.

The police have for some six weeks past been trying to get hold of a set of gamblers who frequent the Coffee Plantation, but have always found their efforts fruitless owing to the elaborate system of watching temployed by the offenders On Sunday, however, they were successful in making a haul. Under the direction of Inspector Collect, a raid was made shortly after midday, and a gang of eleven arrested. The police had resort to a clever ruse in order to catch the gamblers off their guard. A watcher was induced to leave his post by message purporting to come from an acquaintance, and during his absence native constables in plain clothes got to close quarters with the gang. Though the gambiers showed fight, they were quickly overcome and taken to the Police Station. When brought up at Court, they all denied the charges preferred against them but were convicted on evidence. The three keepers were fined each \$50, or six weeks hard plabour

the others \$8, or 14 days hard labour. Another gang of fifteen Chinaman who had been arrested the previous evening in a house 16. Tung Man Lane were brought up on a charge of gambling. Two of the number were convicted of keeping a common gaming-house and were each fined \$50, with the sitemative of six weeks hard labour. The others were convicted o gambling and fined 83, with the option of 14 days' hard labour. The raid upon the house was made by a police party under Bergeant Watt.

In connection with the latter case a Chinese woman was fined \$10, with the alternative of three weeks hard labour, for having acted as watcher for the gamblers at 16, Tung Man Lane. CHARGE AGAINST A CHINESE STEWARD.

Fung Fuk, stoward on the s.s. Tuf Shan, and Wong Chuen, cabin-boy, were brought up on a charge of having, on board that vessel on Saturday morning, assaulted P. E. Smith chief engineer. They pleaded not guilty.

P. E. Smith was the first witness. He stated that upon the morning mentioned be complained to the steward sbout the engineers meals not being ready at the proper time. The steward thereupon went into the pantry and lifted a carving knife. The second defendant took up a knife-sharpener, and it was matched out of his hand by the second officer, who also threw the carving knife over-

board. Cross-examined by his Worship, the complainant said he did not throw a dish at the steward. He struck him, but only when he

saw him lift the knife. Peter Marsh, second officer, deposed that when he took the knife out of the steward's hands he asked him what he was going to do with it and got the reply that he was about t cut a beef steak. There was no beef steak to be seen. The complainant struck both defen-

Fung Fuk, the steward, stated that the complainant scolded him because the potatoes were late and cold, and threw a dish at him. Then defendant took up a knife to cut beef steak. The chief engineer knocked it out of his hands and the cabin-boy took it up. Complainant struck him on the face; he also struck Wong Chuen.

This story the cabin-boy corroborated. During the hearing of the evidence of Marsh his Worship said he was desirous the attendance of the captain of the vessel Ceptain Slows was accordingly summoned. In reply to questions from the Bench, he stated that the steward had been four years with him. If the chief engineer had a complaint to make about the food, it should have been made to him. He (the captain) was not on board when the incident occurred. As his vessel was in port he had taken as little to do with the

case as possible. His Worship said he accepted the story of the accused as the right version and would discharge both. The way in which the chief engineer had acted towards these two men was Rispraceful, He hoped Captain Stowe would GEN. VOYRON ON THE BRITISH take some notice of this. Captain Stowe signified that he would.

BEFORE ME. E. R. HALLIFAX, ACTING POLICE MAGISTRATE.

UNLAWFUL POSSESSION

He pleaded not omity. A Chinese constable gave evidence to the Powers. Operations were conducted simultaneffect that he found cocile and ricksha in cousty by the troops of both nations, and the Sutherland Street. The defendant did not soldiers fraternised, though the officers always appear to have any particular destination in maintained a certain reserve. The British view, and was wandering aimlessly slong. troops sympathised little with the others. There

There was no seat in the ricksha. exchec that he got the rickalis from a friend, British troops were not composed of Europeans. was fined \$25, or one month. He took the Great Britain brought over troops from India. month dollars being scarce

America, is claimed to be a really magnificent Americans, and at any rate our troops had only thing for patients suffering from melsocholis. a moderately friendly feeling for the British. Among the directions are simile; keep on It was not so, however, a regarded the higher

CORRESPONDENCE.

We do not hold ourselves responsible for the opinions expressed by our correspondents.]

PRINCE CHUN'S ARRIVAL.

TO THE EDITOR OF THE "DAILY PRESS." Hongkorg, 28th October.

SIR, -As the above Prince will be at Hong. kong in a few days, it would be interesting to know if any arrangements have been made for his reception, especially after the comments by instant, the 22nd Bombay Infantry played the public and local Press on the way the "arrangements" were carried out last time he landed here. If I judge rightly, the Hongkong public do not object to the expense that may be incurred by welcomely treating the Royal Prince in Hongkong, while the Chinese who so liberally subscribed to the South African Fund, November Typhoon Fund, and Victoria Memorial Fund would be pleased to answer His Excellency's further requests if he will only use his influence to give their Prince a fitting welcome.

In the absence of anything better, I suggest the Government steam-tender might go out towards Singting to meet the Prince (with a few of the Prince's friends on board); on the Bayern being made fast, the party to be taken round Hongkong harbour in the tender untile gave him in charge, but the fractions coolie it is time to land at Bluke Per, where he should gave the constable no little trouble before be received appropriately to his rank, Blake Pier and the tender being dressed, with the latter placed at his disposal during his stay at Hongkong.

No matter what the anti-Chinese may say, China is still great in many things, and as such their Prince ought to be treated. Yours, etc., COSMOPOLITISM.

TYPHOON IN THE PHILIPPINES.

WORST BUT ONE FOR 20 YEARS. The most severe typhoen known in the Philippines for twenty years, with but one exception, occurred on the 14th and the early part of the 15th inst. The damage was widespread and devastating. At least three American soldiers lost their lives, many natives perished, houses and shipping suffered severely and nearly all the telegraphic wires were brought down. The storm was general through out the Archipelago, though Luzon received the heaviest part of the blov. In the city of Manila the damage was general, though Pace seemed to have suffered to a greater extent than any other part of the City. Nearly all of the streets were over a foot deep in water next morning. Calle San Marcelino from its junction with Calle Concepcion to the small bridge

near the Paco convent was fooded. The Manila Times account says: - The typhoon gradually asserted itself as the day progressed until four o'clock in the afternoon when the wind increased in relocity to such an extent that Number Five signal was displayed at the Captain of the Port'soffice as a warning to all mariners that the storm was passing to the northward close at hand and all vessels in | Nothing is more paying than a line which the bay or river to look well to moorings and | connects two countries of different climates and steamers to keep on a full head of steam to different elevations. Wheat potatoes and many avoid danger of breaking meerings or dragging | English vegetables grow in Momien, sheep anchor. Between seven and eight o'clock the flourish on the hill-sides; what would the wind was blowing very strong (a maximum | residents of Burma give to have these things speed of sixty miles an hourduring squalls) but | within easy reach and a magnificent climate shortly after midnight the gale had increased | within a night's journey? There are of course so that the mean velocity was fully seventy many other exports and imports, and passenger miles an hour. Much damage, both to life and traffic through so fine a valley would of itself property resulted, the most serious loss of life | be sufficient to pay for the line. The Chinese, being aboard the small coastwise steamer Alerta | it must be remembered, are the best traders in | out to sea as to strike on the Outer Dowsing which was bound from Subig bay to Manila. the world, and although at first they may have Shoal? The wind was off the land, and it was Three soldiers, Corporal Faster, Company M, had prejudices, they have taken to the few therefore safe navigation to hug the shore, as Corporal Paghin, Company L, and Private Lee | railways already built like ducks to water. I | between the land and the shoal there is a great Company I. all of the Twenty-fieth Infantry. were washed overboard and swing to the durkness and intensity of the storm it was impossible first and only Consul we have had at out to sea in consequence of the heavy weather? to save them.

what damage she had sustained. Perhaps the least, Momien would have to be the terminus. worst calamity of all, down in this section of I the swept district, was what befell the handsome pride of the Government fleet, the Quarantine. launch Zapote. Captain Perry's pride broke. her moorings in front of the Harbour Mastar's Office and went down river with that fi-ree current which came with the turn of the tide at midnight. Her whole upper works are carried away, smoke-stack and the tops of the housings being conspicuous by their absence. Several weeks will elapse before the Zapote will be in commission again. . . . The weather note of the Bureau at the Manila Observatory gives the official record of the storm as follows:-Pressure rising in all the Ishnds. The typhoon reached the Archipelago nearly No. Polillo Island, crossing Lazon from 5 p. midnight, with a mean velocity of 167 33 per hour, being one of the most rapid typh which ever traversed the Island, the average velocity being only 9.8 miles for typhoons passing North of Manila. Minimum distance of centre to Manila about 60 miles. Maximum

TROOFS.

force of the wind about 60 miles an hour be-

tween 6.30 and 7.30 p.m. from W.S.W. Amount

of rainfall 4,063 inches.

In the course of an interview which General Voyron had with a representative of the Paris left again on the 27th inst., at 8.30 p.m., for Tomps at Marseilles, the late French Commander-in-Chief in North China said, with at 7 a.m. the coolie way charged with the unlawful reference to the allied troops: "The relations The Imperial German Mail steamer Sachsen possession of a private ricksha on the 27th inst. were more friendly between the Germans and left Foochow yesterday at noon, and may be French than between the troops of the other were certain regrettable incidents, the cause of The defendant, who tendered the time worn which may be traced to the fact that the The Sikhs are not soldiers as we understand them, and, in particular, as our foot soldiers and artillerymen understand them. The British The smile care, which is the latest from troops have many more affinities with the smiling: don't stop smiling. The Minnespolis commands. Between the British generals and doctor who has made this discovery is said to himself (General Voyron) he greatest cordiality ralquiste upon apsedily amassing a column existed. The conventional formulæ soon dis-fortune. Heaven send that it may be so appeared from their letters, and the correspon-Were we'in a frivolous mood (which we are not) dence exchanged between General Claselee and Grinsted would be about as mitable a spot as away the most pleasant resollections of his Not a drink to be had for love or money. doubtless much appreciated by both snakes and was left to make the best of his way home in relations with Sir A. Gamlee.

RAILWAYS IN YUNNAN.

"Viator" writes to the Pionser:-In an article in your issue of August 26th, entitled "The Viceroy's trip to Burma" you have given what appears to me so erroneous an impression of the possibilities of railway extensions into Yunnan that I would ask your leave to write somewhat at length on the subject. To began with, judging from your article, your information is derived from Captain Wingate's account of his journey-across China-in-1898. was a very fine journey, but the author had a mere bowing acquaintance with proposed line from the Kunlong Ferry to Tali fu and Yunnan fu. He visited Yunnan city, it is true, and also crossed the proposed line in the Nam Ting Valley near Kunlong, but the rest of his journey in Yunnan was over country where no one but a lunatic would suggest a railway being built; it does not therefore require any great power of observation to decide that it was impossible to build a railway in the part of the country where he travelled, but this no more practically settles the question of the possibilities of running railways into Yunnan than it would if a globetrotter were to touch at Madras on his steamer. then go to Caloutta and travelling thence overland direct to Bombay, settle the question as to the possibility of a railway being constructed

In another portion of your article you mention that "according to Captain Wingate, surveys have shown that a railway could be laid from Myitkyina . . . or from some point between Myitkyins and Bhamo to Momien in Western Yunnan." Anyone who knows that portion of the frontier will agree with me that this is an absolute impossibility, except at one noint and that is from Bhamo itself. This brings me to the two projects which are both feasible and which have both been carefully examined by the late Captain Watts-Jones, R.E., as carefully, that is to say, as can be done on a preliminary reconnaissance. Now that China has quieted down, travelling in Yunnan is once more safe, and experienced railway surveyors should be sent to go over the line of the proposed railway and examine it in detail. On their reports a reliable opinion may be formed, but pending that judgment should surely be suspended, or, if any one likes to decide the question now, let them decide it on the opinions of the five officers and others who for two seasons were sent into the country for the special object of exploring it and discovering a possible line of railway, if such exists rather than on that of one traveller, who is neither a railway expert nor a surveyor. To take the simpler project first, that of a

line from Bhame to Momien, the distance is some 72 miles; it would cross the Bhame plain to near Myothit, then follow the Taeping Valley for a few miles through bills, but once through that portion it would run through a bread densely populated valley continuing to within a few miles of Momien when a certain amount of hill climbing has to be negotiated, but offering no engineering difficulty, owing to the broadesloping hill sides presenting excellent opportunities for gentle ourves and not too steep gradients. Once in Momien the trade of the whole country round would be attracted; Tali-fu would be as near your rail-head as would be to the French at Yunnan-fu. and although the trade at present not huge, it would expand enormously commercially as well as politically.

The second project, that of a through line from Kunlong to Yunnan fu, is a very different feasible, although its commercial prospects are doubtful, but if we sit with our hands folded push on, gradually oust trade and also our political influence till Yunnan becomes, when China is partitioned, a French province overlooking from its breezy and healthy uplands our hot and fever-striken province of Burma, a contingency one would like to contemplate.

To sum up, what I would suggest is that a regular survey of the line from Bhamo to Momien be made at once and if the line is found to be promising, push on the construction through line some experinced railway expert, whose opinoin would carry weight, should go over the line proposed by the late Captain Watts-Jones. There is no other possible, so that he would not have to leave the neighbourhood of the line. We should then have a final decision on this question which might be safely accepted, but don't let the construction of the Blumo. Momien be delayed one single moment.

LATEST STEAMER MOVEMENTS

The C.P.R. steamer Empress of India arrived at Shanghai on the 26th inst., at 9 p.m., and Hongkong, where she is due to arrive to-morrow,

expected here on or about to-night.

The M.M. steamer Ernest Simons, with the next French muil, left Colombo on the 25th inst. at 6 p.m., for this port via Singapore and Saigon. The N.P. steamer Victoria sailed from Yokohama for Tacoma on the 27th inst.

The C.P.R. steumer Engress of China arrived at Nagasaki on the 28th inst., at 8 a.m., and left again at 6 p.m., same day, for Kobe, where she is due to arrive at 8 p.m., to day.

The P. & A. steamer Knight Companion left Moji yesterday morning for Hongkong. The Indo-China steamer Laisang, from Calcutta and the Straits, left Singapore for this port on the 26th inst., at 4 p.m.

A good many years ago, by an extraordinary | holiday-making in Colorado, grafted the tail of evernight, a well-known London paper sent its an adder on the body of a rattlesnake by sewing sporting reporter to represent it at the Church | them with strong thread. Although the rattle Congress at Croydon. The unhappy man's was, of course, away, the snake had plenty of would suggest that a brench cetablishment bimself always began with the words. Mon cher first telegram—it may be added it was also his virus, and bit a rabbit, which died within an for this "smile ours is set up in England, Bast general." General Voyron added he had carried last—ran thus: Croydon black with parsons, hour. The humour of the experiment was Haven't spotted the winner so far."

THE PRENCH MANŒUVRES.

OLD-PASHIONED TACTICS. The London Daily Chronicle's special correscondent thus criticises the recent French military manouvres at Reims :--General Brugère's organisation could scarcely be better. His staff officers throughout are all up to the level of their duties, and the strategy of the campaign has been excellent; but here eulogy from the English point of view cannot well go further. For the tactics of the French Army are still little more than the tactics of thirty years ago, to go no further back. The French continue to fight their mimic battles as if there had never been such a thing as a Boer war; and they frankly admit—as I am informed from an authoritative quarter-that they have

even the kepi of the Hussars has been experilikely to do so until he hears the shells and continued contest, partly regular and partly and even the Alma-the attack for motions was used was in the Franco-German war, and lets in the guns of the enemy, scarcely one of lines of communication, but all attempts of the cheering stormers would have been left ununiformed guerillas were suppressed. To extent they are, but there is no apparent to the very best organised army. desire on their part to adopt the new tactics. If an enemy, they argue, has to be shifted out of a defensive position, this must be done at all costs. Of the artillery I must say that this seems to be the crack arm of the French service in every respect, but the guns were

THE LOSS OF THE "COBRA."

too often exposed to the fire of infantry, not

even at long range. The officers are very

painstaking in all the niceties of their arm,

but their cunners display nothing like the dash

and whirlwind driving of the Woolwich men.

What the latter want is a gun as good as the

hydranlic long range quick-firer of the French.

The main question to be hereafter officially considered is. how came the Cobra to be so far have no doubt that this line would pay depth of water, with which all coasting vessels are familiar. Was the captain keeping well Momien was also, I believe, strongly in favour | Or was he blown out to sea? If he was being Down at the month of the river there are of the construction of this line, and the only blown out there must have been such a gale as seven wrecks, consisting of lisabled lorchas and argument that I can conceive being raised to have rendered it desirable to put in for cascoes. A large bark, probably the Pamplona against it is that it cannot be continued any shelter. Unfortunately the commanding officer is lying on the bar opposite the light-house but further; owing to the succession of lofty and the two boatswains, both of whom had it was impossible to ascertain this morning carountain ranges and deep valleys lying to the passed in navigation, are lost, and no very satisfactory evidence on this point can now be obtained. We shall probably never know why it was that the vessel put to sea in a gale, not business. The line has been reported on as why, finding herself at the mercy of the elements, she did not seek shelter. Before the inquest is resumed there will, no doubt, be a and do nothing, we must expect the French to | complete survey made of the spot where the vessel struck. The chart shows that there is never less than 15 feet of water over the fatal spot, and as the maximum draught of the ship would be little more than nine feet the question arises whother she actually struck on the shoal or struck a sunken wreck. The idea of her having run on to rocks may be dismissed at once as there are no rocks on the shoal. But whother, she ran on to rock, sandbank, or sun ken wreck we are no farther forward in our inquiry as to how she came to be so far out of

> Many destroyers and torpedo boats have run aground, but they have all been salved with the exception of the Viper and the Cobra, the only two boats engined on the turbine principle, and both vessels broke up within a short time of striking. And this gives rise to the question whether or not this new principle of engining contributed to the disasters. Without pretending to deal with this aspect of the question from a scientific point of view, one or two considerations of importance lie on the surface. We have heard a good deal of late about the relative rigidity and stability of the new Royal yacht, and an amateurish attempt has been made to prove that the ship is unseaworthy because she rolls in a gale. It would be an impertinence to our readers to attempt to prove the stupidity of the proposition. But the turhine boats do not roll. They represent Tom Moore's ideal Irishman-you may break him, but you can never bend him. An ordinary destroyer, like a yacht, will bend and bow to the action of the sea; but a turbine boat never loses the evenness of her keel. We have seen that the wind was off the land, and that the ship was farther from the land than she ought to have been. Did her rigidity contribute to her being blown so far out of her course? Again. assuming that she struck on a sandbank, and not on a sunken wreck, was she carried, through her rigidity, like a log into the trough of the sea, where lay the sandbank, instead of swimming down the crest, to be borne up on the pext like any other vessel? If so, the price of a steady gun platform is more than any country can afford to pay.-Naval and Military Record.

Professor Dixon, of Yale University, while

"PARTISAN OR GUERILLA WARFARE."

At the invitation of Lieut.-Col. W. C. Eldon-Serjeant and the officers of the 5th Battalion of the Rifle Brigade, a considerable number of officers assembled on the 25th ult. afternoon in the Royal Artillery Theatre, Woolwich, to hear a lecture by Dr. Thomas Miller Magnire on " Partisan or Guerilla Warfare." Major-Gen. Sir J. F. Manrice presided.

Dr. Maguire dealt with various kinds of partisan or guerilla warfare which, he said, had played a very much greater part in the history of modern Europe than was always remembered. It was a style of warfare which ought specially to be studied by British officers, for they were always being employed in such warfare, though never given it their serious attention from the at present in South Africa they were engaged point of view of comparative militarism. In fact, | in a guerilla war with enemies as well armed as they deny that its lessons have any practical themselves. There was nothing irregular, a value for them whatever. I hinted as much in my | priori, in irregular warfare; in fact, irregular last letter on the ground of the first day's warfare, according to the law of nations, if fighting, and the battles since Sunday-when | carried on under certain principles, was just as the thunder of the guns drowned the music regular as regular warfare. Up to the fall of of the church bells all over the peaceful country | Napoleon, throughout the whole history of side—have confirmed the suspicion up to the Europe, in all wars we found Free Corps, which hilt. The French Army is still as gaudy in were detached from the regular army organisacolour-still as conspicuous a target-as it was | tion, and whose duty it was to harnes the enemy. the last time it went under fire in Europe, and | The next class of partisan warfare Dr. Magnire termed a national rising, where a people mentally supplanted with a shining brass casque | determined they would never submit to a not unlike the glittering helmets of the Cuiras- foreign rule until the last extreme. This class siers and the Dragoons. The non-commissioned | could be seen in the struggle of the Tyrol officers still carry swords, and the men their against Napoleon; but when Napoleon retired long sword bayonets; while the colours also from Vienna, and Austria had concluded a peace, continue to be flaunted in front of the battelions. | the Tyrolese continued their war, and degene-It is perhaps harder for a Frenchman than for | rated from legal warfers into ruffianism. Having anyone else to part without a struggle with given other examples of legal guerilla warfare "pomp and circumstance of glorious war," in Europe, Dr. Maguire said that all through but in any case he has not done it and is not the American war, 1861-65, there was a long bullets whistling about his cars. On Sunday | consisting of guerilla raids by mounted bands and Monday, at the battles around Rethel, one on the part of the South. The next great was almost tempted to think of the Solferine, war in which this system of guerilla warfare were so much alike with their grand finale of here, again, there, there were proper Free n fixed bayonet assault on the enemy's posi- | Corps-detachments of a few thousand, more tion to the sound of drum and bugle and the or less, with gans, properly officered and sight of waving colours. Had there been bul- uniformed, going about trying to break the upright. The men are not taught to take suppress guerilla warfare the officer must be cover, except in accidental dips of the ground, I trained in individuality. The whole object of and they advance across the open in the most | a guerilla leader was the lines of communicaleisurely and even dignified fashion exposed tion, and the whole difficulty of a soldier was to infantry and artillery fire. I have not seen the filling of his stomach. In France the a single rush forward and a flop down as they | Germans destroyed call attackers of the lines do it at Aldershot. We may be wrong, and of communications who were not of the regular they may be right, but the fact is there. It army, and by holding all stations by small was no unusual sight to see companies blazing forces, from, perhaps, four men upwards, away at each other separated sometimes restored their soldiers individuality. There by less than 200 yards. At a range of about | never was a duty more urgent than for a man 150 yards or less I saw a gun unlimber and | to see that his individuality was restored, that dose an extended company with "mitraille" he might be fit for his work, and there could case-shot. The whole field was marked by in- be no doubt that the gnerilla warfare in South eptitudes of this kind, which astonished men | Africa was doing that. Dr. Maguire said he who had been in South Africa. How the Boers | wished to point out, as his end, that a very would like to have the French for an enemy! small body of men, whether infantry or mounted The French may say that such follies are in infantry-not of the regular army-could do separable from merely mimic war, and to some | much against any foe, and be a valuable adjunct

THE ECONOMIC PROSPECT IN SOUTH AFRICA.

The Austro-Hungarian Consul at Cape Town sends to Vienna an interesting and encouraging report on the commercial and economic prospect in South Africa, which will probably be welcome as an independent testimony by a foreign Government official. It begins by saying that the events of last year confirm the observation that South Africa is a land of surprises. When Lord Roberts occupied Pretoria ererybody believed that the end of the war was at hand. while the commercial situation pointed to a decline of trade and industry. The close of the year 1900 proved both anticipations-tobe false. Still more astonishing than unexpected revival of hostilities is development in the commercial and economic sphere. It is true that the Tranvaal and Orange Colony must be left out of account; but, so far as Cape Colony is concerned. and to a certain extent Natal, the year can by no means be regarded as unsatisfactory. The wealth of South Africa lies in its mines and agriculture. It has practically no large industries, and the condition of trade is closely associated with the development of the mines and the prosperity of the peasantry. These two factors are of such a nature that, although they may be temporarily damaged, they cannot be destroyed Both, however, require to be developed. The mining industry has the best reason to regard the future with assurance. It is different with the farmers, whose fate will remain uncertain until the conclusion of the war. When peace is again restored South Africa, united under the British flag, will have every prospect of a speedy return to prosperity and of a progress scarcely dreamed of at pre-

The writer repeats that, while the indestructible wealth of South Africa lies in the treasures of the soil, its future rests in the hands of its population-not in that of the mining districts, which is merely transitory, but of the farmers and the middle classes. It is only upon the latter that a stable Government can depend, and stability is the principal requirement of the country and the main hope of foreign exporters. Great sacrifices must be made to maintain this section of the community. After the war the farmers will not only lack seed and cattle, but food and clothing, and these must be provided either by the British Government or the local authorities. The cost of the war must fall upon other shoulders if universal impoverishment is to be avoided. These and other problems connected with the revival of pro-perity among the white population of the colonies, together with the question of immigration, are of decisive significance for all those who either live in South Africa or do business with that country. The principal condition for such ravival is the speedy conclusion of the war and the establishment of a new order of things upon a just basis calculated to satisfy the two hostile sections of the population. The Consul concludes his general survey by stating that there can be no doubt of the great future awaiting South Africa, the realisation of which can only be a question of time. Lord Roberts is having a fairly hard time of

it in opening bazaars and other charitable institutions. This is a time-honoured English mothed of recognising merit in public men, and one which proves a somewhat costly amusement to the distinguished great. The great Duke of Wellington was a popular victim in his day to bazaar mongers, and he used to tell of several amusing experiences. One of the best of his aneodotes related to a very wet day, when he opened a fashionable sale of work in the Westend. While making a few purchases after the formal part of the function was over, he thoughtlessly placed his umbrella against one of the stalls in order to be free to get at his purse. An unusually smart stallholder at once seized the umbrells, and holding her prize aloft, shouted "How much for the duke's umbrella?" "Five pounds," shouted a visitor. "It's yours, sir," replied the fair vendor, and the poor duke

\$12.00 PER DOZ. THE BEST AT THE

MELLOW

PRICE

\$12.00 PER DOZ

H. PRICE & CO.

12, QUEEN'S ROAD. Hongkong, 10th October, 1901.

ROBINSON

PIANO CO., LTD.

"WASHBURN"

MANDOLINES. GUITARS.

BANJOS

PRICE COST

TO CLEAR PRESENT STOCK. Hongkong, frd October, 1901.

JOHN BROWNHILL, DECEASED. MARY BROWNHILL, DECEASED.

NATURE IS HEREBY GIVEN that all Persons, Firms, or Companies having any Claim or Claims against the Estates or Effects of either of the above named deceased persons must send in the particulars of their respective. Claims on or before the 8th DAY OF NOVEMBER next to the Administrator and Executor JAMES ROBERT MUDIE, whose address is at the Office of C. EWENS, Solicitor, 36, Queen's Road Central, Hongkong, after which said date the said Administrator and Executor will procoed to wind up and distribute both Estates. Dated this 8th day of October, 1901. [2563

A. LING & CO., FURNITURE STORE.

PLATED GLASS & CROCKERY WARF Also FOOCHOW LACQUERED WARE. FURNITURE on HIRE. 68. Queen's Road Central. Hongkong, 1st May, 1901.

WING CHEONG.

Dealers in JEWELRY, PEARLS, DIAMONDS CURIOS, JADESTONE ORNAMENTS. BRONZES and CARVED IVORY WARE. FINE SILKS and GRASSCLOTHS General Exporters of

ANISEED and CASSIA OILS. &c., &c., Stock always on Hand. AN INSPECTION IS RESPECTFULLY SOLICITED. Note.--We beg to announce that we also Buy all kinds of Curios at Moderate Prices. 1 & 3, D'AGUILAR STREET (Behind Hongkong Dispensary).

Hongkong, 18th April, 1901. AUTOMATIC MAUSER PISTOLS.

CALIBRE 7.63 m.m. With CHAMBER for 10 CARTRIDGES. FIRING 10 SHOTS in 2 SECONDS SIEMSSEN & CO Hongkong 3rd October, 1900.

ON SALE.

DEMY OCTAVO, pp. 248, Price, \$2.50.

WARLIKE EXPLOITS OF THE MERCHANT NAVY by T FETHERSTONHAUGH. Published at HONGKONG DAILY PRESS

Office, and to be had from all Booksellers. Hongkong, 12th December, 1894.

THE WANCHAI STORING COMPANY RE now prepared to receive Goods for A Storage in their Godowns, situate on PRAYA EAST (late McGregor Barracks).

Landing and Shipping of Cargoes is facilitated by means of the spacious strong

Pier lately constructed in front of these Terms Moderate. Apply for further particulars to

GODOWNMAN ON PREMISES. or to SHEWAN, TOMES & CO.

Agents. Hongkong, 10th August, 1901.

FOR SALE

MAP OF THE SIKIANG or WEST RIVER

From Hongkong to Wuchoweu. Showing the Ports and Calling Places Opened to Foreign Trade; 1897. Published at Daily Press Office. Price 25 Cents, Cash. Hongkong, 1st April, 1897

TO-DAY (TUESDAY). the 29th October, 1901, at 3 P.M., at No. 10, PRAYA EAST. FOR ACCOUNT OF THE CONCERNED, About 500 TONS YUBARI LUMP COAL, Slightly Damaged.

TERMs:-Cash on delivery. GEO. P. LAMMERT, Auctioneer. Hongkong, 29th October, 1901.

FOR SALE. FIGHE well-known RACING YACHT

"DART," nowly Overhanded and in First class Condition. Complete with 2 Sgts of SAILS, MOOR-INGS, DINGY, &c., &c. Very suitable for Touring purposes. May be inspected at AH KING'S SLIPWAY. Wanchai.

Apply to-Care of Daily Press Office. Hongkong, 29th October, 1901.

THE TRADE MARKS ORDINANCE, 1898. APPLICATION FOR REGISTRATION OF

NOTICE IS HEREBY GIVEN that WONG KAM SHANG of Victoria in the Colony of Hongkong, Trader, has on the 24th October, 1901, applied for the registration. in Hongkong, in the Register of TRADE MARKS, of the following TRADE MARK, viz :-The figure of a four-footed mythical Chinese beast known as the "Ki Lun" out of whose mouth a book is represented as coming with four Chinese words in each corner of the square border enclosing the animal which together mean "Ki Lun forms our mark the whole being a design in red upon the paper used for wrapping up tobacco in the name of the said WONG KAM SHANG who claims to be the sole proprietor thereof. The TRADE MARK is intended to be used by the Applicant in respect of the following

goods in the following class, viz:-In respect of a Tobacco Wrapper in class 45 A facsimiles of such TRADE MARK can be seen at the Office of the Colonial Secretary, of

Hongkong. Dated the 28th day of October, 1901. DEACON & HASTINGS. Solicitors for the Applicant FOR YOKOHAMA AND KOBE.

THE Steamship

"KURDISTAN" will be despatched for the above ports TO-MORROW, the 30th instant, at Noon. For Freight and further information, apply

DODWELL & CO., LTD., Agents. Hongkong, 29th October, 1901.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW WHE Company's Steamship "HAICHING,"

Captain Davis, will be despatched for the above ports on 'THURSDAY, the 31st inst., at DAYLIGHT. For Freight or Passage, apply to DOUGLAS LAPRAIK & CO.

General Managers.

Pongkong, 28th October, 1901. DOUGLAS STEAMSHIP COMPANY. LIMITED.

FOR SWATOW AND AMOY

THE Company's Steamship

"HAILOONG," Captain Bathurst, will be despatched for the above ports on THURSDAY, the 31st inst., at DAYLIGHT. For Freight or Passage, apply to

DOUGLAS LAPRAIK & CO., General Managers. Hongkong, 28th October, 1901.

THE CHINA & MANILA STEAMSHI COMPANY LIMITED.

FOR MANILA DIRECT. THE Company's Steamship

" DIAMANTE." Captain J. Rattenbury, will be despatched for the above port on THURSDAY, the 31st inst., at 5 P.M.

The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light, " For Freight or Passage, apply to SHEWAN, TOMES & CO

General Managers. Hongkong, 28th October, 1901. FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship "ARRATOON APCAR," Captain E. Foy, will be despatched for the

above ports on SATURDAY, the 2nd November, at 3 P.M. For Freight or Passage, apply to DAVID SASSOON, SONS & CO.

Agents. Hongkong, 29th October, 1901. EASTERNAND AUSTRALIAN STEAM- DENTISTRY

SHIP COMPANY, LIMITED. FOR SYDNEY AND MELBOURNE. (Calling at Port Darwin and Queens-

LAND PORTS, and taking through Cargo to Adelaide, New Zealand, TABMANIA, &c.) THE Steamship

"GUTHRIE." Captain McArthur, will be despatched for the

above ports on THURSDAY, the 21st November, at NOON. This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Cham-

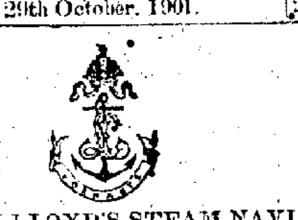
ber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage. This Steamer is installed throughout with the Electric Light. A Stewardess and a duly qualified Surgeon

are carried. N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa;

For Freight or Paksage, apply to GIBB, LIVINGSTON & CO., Hongkong, 28th October, 1901.

TOS. 1, 2, 4, 5B, 6, 7, and 8, WILD DELL, LY WANCHAI ROAD. Apply to-

SANG KEE, 198, Praya Central. Hongkong, 29th October, 1901.



AUSTRIAN LLOYD'S STEAM NAVIGA-TION COMPANY.

STEAM FOR SINGAPORE. PENANG. COLOMBO, TWO LIGHT-WEIGHTS: BOMBAY, KARACHI, ADEN. SUEZ. PORT SAID, FIUME AND TRIESTE. (Taking Cargo at through rates to the BRAZILS, to South Africa, Persian Gulf, Red SEA, BLACK SEA, LEVANT, VENICE and Aurtatic Ports.)

FIJHE Company's Steamship " MARQUIS BACQUEHEM. Captain Bilaffer, will be despatched as above on TUESDAY, the 19th of November, P.M. The steamer has capital accommodation for Passengers, Electric light. A Doctor is carried. For information as to Passage and Freight, SANDER, WIELER & CO.,

🤢 Agents. Hongkong, 28th October, 1901. NOTICE TO CONSIGNEES

FROM CALCUTTA, PENANG AND SINGAPORE.

FILE Steamship "ARRATOON APCAR." having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed Cargo remaining on board after 2 P.M. on the 30th inst., will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Company,

Consignoes of Cargo from SINGAPORE and PENANG are requested to take IM-MEDIATE delivery of their Goods from alongside; such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected. Bills of Lading will be countersigned by DAVID SASSOON, SONS & CO.

Hongkong, 28th October, 1901.

AUCTIONS PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, TO DAY (TUESDAY) AND TO-MORROW (WEDNÉSDAY). the 29th and 30th OcroBER, 1901, at 10 A.M. at H.M. NAVAL YARD, SUNDRY NAVAL AND VICTUALLING OBSOLETE AND CONDEMNED

STORES, Comprising: OLD IRON, PAPER STUFF, RAGS, CANVAS, CLOTHING, IMPLEMENTS,

The VICTUALLING STORES will be sold on Tuesday, 29th, and the Naval Stores on WEDNESDAY, 30th inst. TERMS OF SALE. - As Customary.

HUGHES & HOUGH. Government Auctioneers. Hongkong, 22nd October, 1901. PUBLIC AUCTION.

FIHE Undersigned have received instructions from J. P. COTTAM, Esq., to sell by Public Auction.

TO-DAY (TUESDAY). the 29th October. at 2.30 P.M. within his Residence, No. 12, KNUTSFORD TERRACE, Kowloon.

HOUSEHOED FURNITURE, Comprising:--TABLES STOOLS, DRAWING-ROOM FURNITURE, CURIOS, ENGRAVINGS (Famous Racing Pictures, Donovou Year: First Past the Post"); TRANSPOSING PIANO, by Robinson & Co., nearly New; OVERMANTELS, SIDEBOARDS,

DINNER WAGGONS, GLASS WARE, CUTLERY, ELECTRO-PLATED FORKS, CROCK RY. (ROWN DERBY DINNER SERVICES, TEA & COFFEE SETS, BED-STEADS, BEDDING, WARDROBES, DRESSING TABLES, CARPETS, RUGS. CHEVAL GLASS, CRETONES, and BATHROOM GEAR;

KITCHEN REQUISITES. STORES. &c., and a Fine Lot of PALMS, POTS and PLANTS.

TERMS :- As Customary. Catalogues will be issued. For Further Particulars, apply to the Auctioneers. HUGHES & HOUGH,

Auctioneers. Hongkong, 22nd October, 1901. AMERICAN SYSTEM

No. 39, QUEEN'S ROAD CENTRA ... CHADWICK KEW (LATE OF POATE & NOBLE). Hongkong 15th September, 1899.

GIEN TING. SURGEON DENTIST, No. 10, D'AGUILAR STREET.

TERMS VERY MODERATE. Consultation Free. Hongkong, 23rd September, 1891.

POHOOMULL BROTHERS 57 & 59, QUEEN'S ROAD CENTEAL, WHOLESALE AND RETAIL IMPORTERS AND EXPORTERS, Have for Sale.

INDIAN, Chinese and Japanese Silk Goods I for Ladies and Gentlemen, and other Articles. Oriental Embroidery, Rugs and Carpets, Jewelry, Cashmere Shawls, Ivory, Sandalwood and Tortoiseshell Wares, Curiosities and Fancy

INSPECTION IS SOLICITED. Hongkong, 8th November, 1900.

ENTERTAINMENT CITY HALL! CITY HALL!

NOVEMBER 2ND. ..

GRAND PUGILISTIC CONTEST

FOR THE MIDDLE-WEIGHT CHAMPIONSHIP OF THE FAR EAST, RETWEEN

SAM BENTLEY & THOMAS PHILLIPS. To be preceded by a SIX ROUND HEAVY-WEIGHT CONTEST BETWEEN

Private DEEGAN, R.W.F., and

Gunner LENNARD, R.N. Followed by the

A. MONK, R.W.F. A. SANFORD, R.W.F.

CITY HALL, NOVEMBER 2ND. Prices ... 83, 82 & 81.

Commencing punctually at 9 P.M. Hongkong, 26th October, 1901.

PUBLIC COMPANIES

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS DIVIDEND of \$23 per Share for the year 1900, equivalent to 46% on the Paid-up Capital of \$50 per Share, has been

declared. Warrants will be issued on the 11th October. By Order of the Board. W. J. SAUNDERS,

Secretary.

Hongkong, 10th October, 1901. CHINA TRADERS' INSURANCE

COMPANY, LIMITED. NOTICÉ TO SHAREHOLDERS.

THE THIRTY FIFTH ORDINARY MEETING of SHAREHOLDERS in the above Company will be held at the HEAD OFFICE, Victoria, Hongkong, on TUESDAY the 12th proximo, at TWELVE O'CLOCK NOON, for the purpose of Presenting the Report of the Directors and Statements of Accounts to the 30th April last, and of declaring Dividends. The TRANSFER BOOKS of the Company will be CLOSED from the 30th instant to the 12th proximo, both days inclusive.

By Order of the Board of Directors. W. H. RAY. Secretary.

Hongkong, 21st October, 1901. THE PUNJOM MINING COMPANY, LIMITED.

CONSEQUENT upon the new and satisfactory developments at the Mines, and the necessity for a Tramway, Trucks and Accessories in the immediate future, the Directors have resolved to make the final Call of One Dollar per share; and accordingly:-NOTICE IS HEREBY GIVEN that at a MEETING of the Board of Directors of the Company, held at the Company's Office, No. 13, Beaconsfield Arcade, Victoria, Hongkong. on MONDAY, the 14th OCTOBER, 1901, the following Resolution was nassed:-

That the final CALL of ONE DOLLAR per SHARE upon all the Holders of Ordinary Shares in the above Company in respect of all the Shares held by them in the above Company be and the same is hereby made. Such Calls to be paid to the Company at their Bankers, the HONGKONG AND SHANGHAL BANKING CORPORATION, at their Premises, Queen's Road Central, Victoria, Hongkong, on

or before the 15th day of November, 1901. And NOTICE IS ALSO GIVEN that in accordance with Article 24 of the Company's Articles of Association, Interest will be charged as from the said 15th day of November, 1901, at the rate of \$10 per centum per annum, upon all Calls remaining unpaid after the said 15th day of Nevember, 1901, up to the actual dates

of payment of the same. Shareholders are particularly requested to note that upon presentation at the Office of HALL FURNITURE, BLACKWOOD the Company of the Bankers' Receipt for payment of the Call, together with the Certificate of the Shares in respect of which the Call has been paid, an endorsement to that effect will be made upon the Certificate. By Order of the Board of Directors.

W. H. GASKELL, Secretary. Hongkong, 15th October, 1901.

FOR SALE.

THE WALER "KISMET." Winner of 1 the Maiden Stakes and Derby, Hongkong Meeting, 1901.

Apply to— J. W. KEW. No. 20. Dos Voux Road. Hongkong, 19th September, 1901.

FIHE Undersigned carry in Stock an extensive line of CIGARS and CIGARETTES from the "GERMINAL" FACTORY of Manila, for which they are Solo Agents in Hongkong. Prices moderate. Stock of specially selected quality. A trial solicited: Special Terms to Exporters.

1. Duddell Street. Hongkong, 2nd August, 1901. [1931]

VICTORIA PRECEPTORY.

REGULAR MEETING of the VIC-TORIA PRECEPTORY will be held at the FREEMASONS' HALL, on THURSDAY, the 31st instant, at 8,30 for 9 P.M. precisely. Visiting Sir Knights are cordially invited to Hongkong, 28th October, 1961.

ZETLAND LODGE, No. 525, E.C.

REGULAR MEETING of ZET. LAND LODGE will be held at the FREEMASONS' HALL, Zetland Street, FRIDAY, the 1st November, at 8.30 for 9 P.M. precisely. Visiting Brethren are cordially invited to attend. Hongkong, 28th October, 1901.

TO LET TO LET.

SEMI-EUROPEAN HOUSE . Nos. 20 to 25, Po Hing Fong. Apply to-

CHAU EUK FAN, No. Queen's Road West. Hongkong, 16th October, 1991. TO LET.

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ROOMS in Second Floor, Beaconsfield Arcade. Also FURNISHED HOUSE at the Peak possession on 1st November. For Particulars, apply to-

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298, Des Voux Road Central Hongkong, 16th August, 1901. , TO LET SPACIOUS GODOWN, well built of

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EUROPEAN HOUSES, Nos. 14, 18, 12, 26, 28, 30, 34, 35, 38, 42, 44, and 46, LEIGHTON HILL ROAD. Apply to-

THE HONGKONG AND KOWLOON LAND AND LOAN CO., LD., No. 8. Queen's Road West. Hongkong, 5th October, 1991.

ODOWN, No. 5A, DUDDELL STREET Apply to -THE HONGKONG LAND INVEST-MENT AND AGENCY CO., LD.

TO LET.

Hongkong, 5th July, 1901. TO LET. STEWART TERRACE, the PEAK.

Apply to-THE HONGKONG LAND INVEST MENT AND AGENCY CO., LD. Hongkong, 17th July, 1901. BOARD AND RESIDENCE.

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COMFORTABLY FURNISHED ROOMS, with Board. Apply to Mrs. MATHER, 2 Pedder's Hill. Hongkong, 1st January, 1892

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General Managers. Hongkong, 1st February, 1901. THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

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T. H. WHITEREAD.

Manager, Hengkong.

BANKS FINEE MERCANTILE BANK OF INDIA, LIMITED. AUTHORISHD CAPITAL£1,500,000 PAID-UP £ 562,500 Reserve Furn £ 40,000 BANKERS LONDON JOINT STOCK BANK, LIMITED. INTEREST allowed on Current Accounts at the rate of 2°/, per annum on the Daily balance. ON FIXED DEPOSITS:-For 12 months. 31 Yokohama, Kobe, Penang, Bembay, Calcutte, J. THURBURN,

> Bongkong, 1st April, 1901. TMPERIAL BANK OF CHINA. ESTABLISHED BY IMPERIAL DECKER OF THE 12TH NOVEMBER, 1896.

Manager, Hongkong.

SUBSCRIBED CAPITAL. Shanghal Tls. 5,000,000 PAID-UP CAPITAL 2,500,000

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Manager,

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BOARD OF DIRECTORS : BERLIN. BRANCHES: Calcutta Hankow Berlin Taingtau (Kiautschon) Tiontsin. LONDON BANKERS:

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> TARO HODSUMI, Manager. Hongkong, 2nd October, 1901.

> UNDER BESTERN MANAGEMENT

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(Next to Central Market), GEO. MOIR. Manager. Hongrong, 1st Angust, 1901.

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Agents for the Phoenix Fire Office. Hongkong, 17th August, 1887. "L'URBAINE"

PIRE INSURANCE COMPANY, LD. (Established 1838.) FEXHE Undersigned, having been appointed GENERAL AGENTS for the above Company, are prepared to ACCEPT RISKS

at current rates. P. LEMAIRE & CO. Hongkong, 7th February, 1901. TORTH GERMAN FIRE INSUL-ANCE COMPANY OF HAMBURG

The Undersigned AGENTS of the above

Hongkong, 29th May, 1895.

FOUNDED 1710. Current Rates.

SIEMSSEN & CO., Agents. Hongkong, 16th May, 1892.

ANCE COMPANY OF HAMBURG The Undersigned, having been appointed

RANSATLANTIC FIRE INSUR

Current Rates. SIEMSSEN & CO., Hongkong, 16th November, 1872.

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TILE INSURANCE COMPANY. TOTAL FUNDS AT 31st DECEMBER, 1900 £14,732,681.

AUTHORISED CAPITAL ... £3,000,000 0 SUBSCRIBED CAPITAL ... 2,750,000 0 PAID UP CAPITAL II. FIRE FUNDS...... 2,833,716 14. 4

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Current Rates. SHEWAN. TOMES & CO., Agents.

Hongkong, 3rd July, 1901. AACHEN AND MUNICH FIRE IN-

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AGENTS for the above Company, ar propered to ACCEPT RISKS against FIRE at Current Bates.

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R. J. REMEDIOS. LOREIGN AND COLONIAL STAMP No. 37, CAINE ROAD, HONGHONG. Will be glad to send STAMPS on approval to any address on receipt of satisfactory refer-

Is also prepared to purchase used Postage STAMPS in Large or Small Quantities for Cash AGENTS WANTED

15 to 25 per cent, Discount Allowed. 139 COLD STORAGE.

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DEALERS IN ITALIAN MARBLE AND GRANITE MONUMENTS. DESIGNS & PRICES on APPLICATION at No. 1, Queen's Road East, Hongkong Hongkong, 17th October, 1899.

OREGON LUMBER.

THE Undersigned, being closely connected with the leading MILLS at PORT-LAND and PUGET SOUND, are always propared to book orders for any specifications at | countrymen have received through laws adopted LOWEST RATES. SIEMSBEN & CO. Hongkong, 14th February, 1901.

THE UNITED STATES AND CHINA.

A REPLY TO CONSUL HO YOW. The San Francisco Chronicle of the 27th

ult. says :-makes a crafty appeal to the commercial instincts of Americans in the East, in his articles in the North American Review. He attempts their coolie countrymen. In fact, however, common labour, which must remain, under the to show that, by reason of the enforcement of they have no such sentiment. It is every man present system, close on starvation point," exclusion laws against the Chinese, the empire for himself, and the devil take the hindmost. has been closed to American goods, and that it | American enterprise, producing cheaper goods emetment of the exclusion laws, trying to make are getting away with it, shell and all. it appear that business fell off by millions because of the exclusion of Chinese.

Ho Yow, aiming his argument at Eastern people who are not supposed to know the truth of conditions here, deals with hundreds of millions, and gives a grotesque idea of the situation that prevailed in San Francisco before and after 1880. His words are:

"The gala days of San Francisco's life and Company are PREPARED TO ACCEPT First- happiness were during the years that preceded Class Foreign and Chinese Risks at Current 1880. The passage of the exclusion laws operated as a cone over a lighted candle. Chinese residents in California withdrew from industry. reduced their properties to coin, and with it returned to China, scrambling out of a country TIN INSURANCE OFFICE, LONDON: which they deemed inhospitable and u safe. Business dried up. Trade with China, which | the Chinese will reciprocate by domanding and had been advancing at the rate of \$1.000,000 a The Undersigned lawing been appointed year, tell off \$7,000,000 in two years. It never same work. For not conferring this boon on AGENTS for the above Company, are pre- revived until Dewey's victory. During the pared to ACCEPT RISKS against FIRE at interim San Francisco lost \$200,000,000 of business in her trade with China alone. The city shrank in enterprise and population."

The best method of ascertaining the truth as [30 to the effect of Chinese exclusion upon our commerce with China is to examine the official figures. These figures, taken from the Statistienl Abstract, show that Ho Yow's simile of a cone over a lighted candle is inappropriate. So far us the commerce of the United States AGENTS for the above Company, are pre-pared to ACCEPT RISKS against FIRE at plausibility be argued that the exclusion of the Chinese was a powerful stimulant. Trade in-creased rapidly after the Chinese had been excluded, as indicated:

Total imports and exports. ... 1880 \$27,099,482 1881 33,082,091 And so on, with a fluctuating ratio of increase, up to 1900, when the total commerce with China (including Hongkong) was

\$52,269,686. In 1887 the value of China's trade with the United States (excluding Hongkong), according to the Statesman's Year Book, was £5,331,251. or 12.13 per cent. of the total trade of the empire. In 1897 this trade had increased to £8,500,802, or 15.02 per cent. of the total trade, a gain of 59.02 per cent. These figures prove that Dewey's victory in 1898 was not the cause of a rapid growth of commerce between the

United States and China. The simple truth is that the exclusion of Chinese from the United States has had no effect whatever on commerce between the two countries, even in the insignificant item of foodstuffs imported by Chinese into this country for their own consumption. They are somewhat exclusive in their tastes, and have a funcy etc. from their own country. An examination our Consuls, give testimony to the skill of the from the local Custom-house records, shows that receive. They are, in fact, a skilled race,

impossible to find either in the official American uses of machinery quickly, and utilise American had any deterrent effects on trade. Norvis it But the empire is sufficienting with cheap labour. AGENTS for the above Company, are pre likely that the removal of these laws would and its bright men like Ho Yew and Minister they will sell their silks and teas to Americans | crumbs of white labour's table. as quickly as to any other people Millions of and know nothing of exclusion laws: They | mechanics (Chi ese): purchase but a small fraction of the goods they consume from the United States or any other

> practically nothing of us, and care less. "Chinese merchant" is a byword and a repreach. made so by the Chinese themselves. Orie refused such permission and the Treasury toilers." Department sustained him. The ordinary Chinese "merchant" carries on a business of gambling and lottery-playing, under the cloak of a merchandise store. Dozens of such "stores" are in existence throughout California. Merchants who claim to carry a stock worth \$8,000 or \$10,000 have in reality only a collection of empty boxes and a little rice, tea and gin, worth less than \$500. And such an establishment carries the weight of from five to

twenty-five partners. The influence of such people upon the commerce of the United States with China is on a par with that of our Italian boot-blacks upon the politics of the Vatican. confounded with the frauds who ket up Chinatown doggery and pose as merchants,

"Merchants of the Pacific," says Ho Yow, "talk of the vast market of the Orient for their goods. That market is as truly closed to worthiness, public spirit, sense of duty, and them as the lips of a Shantung oyster!"

If the Consul-General is right, why is it that larger steamships and more of them are being put into the trans-Pacific trade? How does Ho Yow explain the reports from American consuls in China showing a rapid increase in commerce P After quoting from the reports of various U.S. Consuls in China, the Chronicle continnes:-

All these matters, available to He Yow or 2646 any other advocate of Chinese immigration, prove that commerce between the United States and China is much larger than is officially reported, and that the Chinese do not hesitate to use American goods.

"The merchants of the great consuming nation of China have become infuriated," declares Ho Yow, by the treatment their at the instigation of labour unionsts, and they refuse to buy the product of the labour unionists'

The truth; as shown by the official reports. China do not infuriate at all. They probably labour unions among the Chinese and adds : He Yow, Chinese Consul-General at this port, business. Theoretically, the Chinese of China | increase of population, wherever a district has

will not open to Americans until the people of | than other countries, has opened the lips of the China are permitted to pass unrestricted into | Shantung oyster. Under an accurate system the United States. He draws a picture of San | of recording commerce, it could be shown that Francisco commerce, before and after the Americans have not only opened the syster, but

Another statement by Ho Yow and reiterated in various forms, is that the Chinese are an muskilled race, and therefore cannot enter into competition with American labour. He argues that the Chinese are menial labourers, pure and simple, and that they relieve whites from degrading drudgery. "The labour unionists conceive the Chimman to be a competitor," Ho Yow. "This is in no sense a fact," insists that they are unskilled, "When, however, our people acquire a knowledge of the use of machines they will demand and receive their full due in rate of wages," he says. In other words, he asks America to open the gates to the yellow workers, and give them; chance to learn the use of machinery. Then receiving as high wages as Americans doing the the Chinese, the United States is "pursuing a policy of disaster not paralleled in modern tiems," says Ho Yow. He fails to state whether the disaster falls upon the United States or upon the Chinese who are thus ruthlessly prevented from underming white labour.

Are Chinese unskilled, and do they receive full wages when they become skilled? The answer to this question was made in the Chronicle a few days ago, concerning the Chinese at work in this country. It was shown, by specific citations, that the Chinese are a skilled people, not only doing the work in canneries, shirt-inctories, shoe factories, women's wear-factories, broom-factories, cigar-factories. etc., but that they own and manage the same. They have driven white cigarmakers out in many cases, and they outnumber the white broommakers and shirtmakers in San Francisco.

Ho Yow's statement that the Chinese demand and receive full wages when they become skilled is totally inaccurate. The skilled Chinese of California invariably receive less wages than whites doing the same work. The Chinese live in squalor and ignorance; raise their-families on a plane little higher than hogs, have no regard for Amercian usages, and return home to China with their money as soon as possible. In every case where they compete with white labour the result is degrading, demoralising and ruinous to the whites, who cannot bring-themselves to live on the same bestial plane as the Chinese.

That is the situation in this country. But perhaps Ho Yow was alluding to Chinese in China. Possibly he means to say that the Chinese at home are unskilled, and that when they become skilled they demand and receive higher wages.

Here, however, the Consul-General's astute appeal to the Eastern American is again based for bringing dried fish, gin, pickled vegetables, on thin air. Reputable Americans, including of one month's importations, taken at random | Chinese, and to the starvation wages they as much of this stuff is imported now asin 1881. particularly in work requiring dexterity and Taking the great staple of commerce, it is patient attention to detail. They learn the or Chinese figures that the exclusion laws have inventions without compunction or prejudice. stimulate trade. The Chinese, as Ho Yow | Wu are using every effort to provide an outlet knows, have absolutely no sentiment in busi- into the United States. Here the pastures are ness. They will buy American goods if they green, wages high, habits of living extravagant, are cheaper than those of other countries, and and the Chinese would grow fat even from the

. The American Consul-General at Shanghai Chinese have barely heard of the United States, has this to say of wages paid to skilled

"Trades unionism has for ages been firmly established in China. It receives official foreign country. The bulk of all foreign goods | recognition; its rules are stringent; it is entering China is consumed along the seaboard, | tenacious of its privileges. But human hands and principally in the ports. In many reports | are all too plentiful a d human life is cheap, so from American Consuls in China, no mention | that it comes to pass that many skilled is made of our exclusion laws as affecting com- machanics receive but 15 cents Mexican a day; merce, either for good or ill. The Chinese | while master workmen get 20 to 25 cents, and coming or attempting to come to the United | the common labourer saves himself from starving States are an infinitesimal part of that vast on two Mexican dollars a month. These wages population. The Chinese as a race know must be cut almost in half for expression in United States money. Frequently there are. The argument is advanced by Ho Yow and | wives and children to be supported, too; but in others that the restriction upon the entry of the poorest families these members frequently Chinese merchants into this country is too find employment in some of the minor indussevere, and that commerce between the two tries, the women, perhaps, in the manufacture countries suffers in consequence. The term of shoe soles, the children in making paper money for offerings to the dead; or, as in Shanghai, in the manufacture of match-boxes, Chinese firm in Chicago, doing a business of | and so the slender earnings of the husband and \$5,000 a year, claimed to have ninety-six part. father are eked out. As things are at present ners! The facts coming before the Collector, we cannot view with indifference the prospect upon an application of one of this swarm of of bringing the products of our own wage partners for admission into the country, he carners into competition with these cheap AMERICAN PINE and FIR, BANGKOK

In 1898 the British Parliament received a report from a commission sent to investigate the commercial situation in China. The report was written by F. S. A. Bonrne, He devoted some attention to the future of manufacture by Western methods, in China, and on the question of labour and wages said:

"In regard to wages, employers in China are at a great advantage. Wages may be expected to rise somewhat in the future for the more skilled classes of labour, as the number actually efficient must be limited, at least until the system of apprenticeship, which is universal in China, has had time to take root in-regard to the new . In San Francisco and the larger towns of | industry, but any great change in the level of the State are a few large and well-managed | wages among the plain workers must be very Chinese stores, handling Chinese curios and slow, as the operatives will have pressing upon manufactured wares, whose proprietors are them the mass of millions of cheap workers, merchants in the strict sense. They are not | with just as good capacity as themselves. The truth is that a man of good physical and intellectual qualities, regarded merely as an ecomonic factor, is turned out cheaper by the Chinese than by any other race. He is deficient in the higher moral qualities, individual trustactive courage, a group of qualities perhaps best represented in our language by the word manliness, but in the humbler moral qualities of patience, mental and physical, and perseverance in labour he is unrivalled.

"These millions of patient, reasonable workers are only wanting leaders to make them producers on a gigantic scale, and leaders they will most certainly find. Whatever the future in politics of China may be, here these workers must remain; and they are, in my opinion, destined to modify profoundly the condition of the world's industries.

"To return to cotton manufacture, all Western employers and overseers of Chinese agree that they excel in lightness and deftness of hand, and that they are well suited in physique and intelligence for work in cotton-mills. They show extraordinary powers of endurance; for instance, boys in the Hankow mill work through the whole night without leaving the mill, and with only a little rice congee by way of food."

The English economist agrees with the Amerseriously cripples Ho. Yow. The merchants of | ican Consul-General in his description of strong have never heard of American trades unions, . "It is probable that workmen employed in and they have no concern with American im- cotton-mills will combine, but there is in China migration laws. They attend strictly to dreadful proverty of the masses, due to rapid should, perhaps, stand as one man and boycott been spared robellion and famine for a few tens the United States because of its exclusion of of years, and nothing can keep up the wages of

> No wonder Ho Yew is doing his utmost to open the way for these patient millions into the United States, where Chinese in two years, at ordinary work, make enough to keep them for the rest of their lives in comfort in China on the Chinese basis of living.

Ho Yow's countrymen are, after all, not so unskilled, menial, and non-competitive as he would make them appear. They use the "most approved pattern of machinery," and are paid wages that would be "starvation to the American labourer." Admitting that the American labourer performs more work than the Chinese, the latter will turn out manufactures cheaper, even though swarms of them are required to perform the work; for "the operatives will have pressing upon thom the mass of millions of cheap workers, with just as good capacity as themselves, and wages must remain close on starvation point."

The conclusion of the whole matter is that I Ho Yow, wittingly or unwittingly, misstates the facts when he claims that the Chinese exclusion laws have hindered commerce between the United States and China; that our commerce with China (of which San Francisco in 1899 shared over 17 per cent. of exports over 29 per cent. of imports) is of the body, and is very effective." growing rapidly, during the times that Chinese are being more rigidly excluded from this country; that the Chinese as a race are not concerned with exclusion, and are buying our goods freely; that they are a skilled race, capable of entering into ruinous competition with Americans; and that, in addition to continuing the policy of strict exclusion of Chinese competitors on American soil, the United States must employ its greatest enterprise and skill if it would preserve its Asiatic markets from the inreads of awakening Chinese competition. Under these circumstances the people residing in the eastern portion of the United States ought to see the felly of letting down the bars of Chiuese exclusion on the advice of the shrewd agent of the Chinese empire stationed at San Francisco.

NISHES.

TF you want your Boots well polished, tell your Valet or the Maid to ask for WALTON'S BOOT CREAMS and VAR-

WALTONIAN CREAM WHITE & BLACK. JANUE MOSCOVITE TAN-3 SHADES. PARISIAN DRESS. BOOT POLISH.

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NOTICE. _NY_OUTSTANDING_CLAIMS against the Undersigned must be sent in on or before the 31st instant for PAYMENT.

Customers are respectfully requested to settle all their accounts before the abovementioned date. C. M. BHESANIA & CO., 5. Lyndhurst Terrace.

Hongkong, 25th October, 1901. WANTED SHORTLY AT THE PEAK. HOUSE or BUNGALOW, Five or Six

ROOMS. Furnished or Unfurnished. Address—

Care of Daily Press Office. Hongkong, 25th October, 1901. WANTED.

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Cure of Office of this Paner. Hongkong, 19th October, 1901.

WONG FUNG YUEN, TIMBER MERCHANTS. No. 252, DES VEUX BOAD WEST, Hongkong, Have always on hand a Large Stock of the following Timber:-

TEAKWOOD, HARDWOOD, &c., &c. (in Logs and Planks). An Insp. ion is respectfully, solicited. Hongkong, 5th September, 1901.

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FUST LANDED a NEW STOCK of ELEY'S and KYNOCH'S SPORT-ING CARTRIDGES and NEWCASTLE CHILLED SHOT.

120 BORE CARTRIDGES WM. SCHMIDT & CO., Gunsmiths. Hongkong, 3rd January, 1901. PORTLAND

Sole Agents for China, HOLLIDAY, WISE & CO.

Hongkong, 16th September, 1899. C. E. WARREN BUILDING CONTRACTOR,

No. 3a, WYNDHAM STREET.

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CHRISTMAS

PHOTOGRAPHIC VIEWS of HONGKONG, CANTON, MACAO and PEKING Mounted as CHRISTMAS and NEW YEAR CARDS, with CHINESE GREETINGS Stamped in real Gold in Chinese Characters with English Translations.

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The Lancet. October 3rd, 1885, says: "It is comfortable, adapts itself readily to the movement

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To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections, commencing from Green Island. Vessels anchoring nearest Kowloon are marked k. nearest Hengkong h, midway between Hongkong and Kowloon m, and those vessels berthed at the Kowloon Wharf k.w., together with the number denoting the section. 1. From Green Island to the Harbour Master's 3. From Blake Pier to Naval Yurd.

2. From Harbour Master's to Blake Pier. 4. From Naval Yard to East Point. PLAG & RIG BERTH VESSEL'S NAME CAPTAIN FOR FREIGHT APPLY TO DESTINATION TO BE DESPATCHED Brit. str. ... CALCHAS BUTTERFIELD & SWIRE CEXLON W. Hayward, B.N.R. Brit. str. ... BUTTERFIELD & SWIRE On 2nd November, at Neon. LONDON COROMANDEL..... LONDON. &c., VIA PORTS OF CALL Brit. str. ... F. W. Vibert, R.N.B. P. & O. S. N. Co. On 9th Nov., at Noon. Nestor LONDON Brit. str. ... BUTTERFIELD & SWIRE On 12th November. LONDON MACHAON Brit. str. ... BUTTERFIELD & SWIRE On 26th November. LONDON ACHILLES Brit. str. ... BUTTERFIELD & SWIRE On 10th December. LONDON & ANTWERP VIA MARSEILLES, &c. AWA MARU..... R. Trent Jap. str. ... NIPPON YUSEN KAISHA On 1st Nov., at Daylight. DARDANUS LIVERPOOL DIRECT Brit. str. ... BUTTERFIELD & SWIRE On 15th November. Ixion Brit. str. ... LIVERPOOL DIRECT BUTTERFIELD & SWIRE On 15th December. MARSEILLES, &c., VIA PORTS OF CALL Salazie Aubert MESSAGERIES MARITIMES On 4th Nov., at 1 P.M. MARSEILLES & London, &c., v. Singapore, &c. ... KAMARURA MARU H. Petersen Jap. str. ... NIPPON YUSEN KAISHA On 15th Nov., at Daylight. Sachsen BREMEN. VIA PORTS OF CALL W. Franke Melchers & Co. On 31st inst., at Noon. HAVRE & HAMBURG BAMBERG Ger. str. ... Zurboneen HAMBURG-AMERIKA LINIE On 2nd November. HAVRE BREMEN & HAMBURG Foerok HAMBURG-AMERIKA LINIE On 16th November. HAVRE & HAMBURG Zacharine MARBURG Ger. str. ... HAMBURG-AMERIKA LINIE On 30th November HAVRE & HAMBURG SUEVIA Borok HAMBURG AMEBIKA LINIE On 14th December. HAVRE & HAMBURG..... Brehmer Serria. Ger. str. HAMBURG-AMERIKA LINIE On 28th December. HAVRE & HAMBURG NUERNBEEG Hamburg-Amerika Linie On 6th January. HAVRE & HAMBURG STRASSBURG Ger. str. ... Madsen HAMBURG-AMERIKA LINIE On 13th January. NEW YORK VIA PORTS & SUEZ CANAL RICHMOND CASTLE Brit. str. ... DODWELL & Co., LIMITED. On 15th November. NEW YORK MANUEL LLAGUNO Amr. ship... SHEWAN, TOMES & Co. .. On or about 25th inst. NEW YORK CLAVERDALE CARLOWITZ & Co. On 12th November. NEW YORK VIA SUEZ CANAL ADANA Brit. str. ... SHEWAN, TOMES & Co. On 5th November. VANCOUVER VIA SHANGHAI, &c. TARTAR Brit. str. ... E. Beetham, R.N.R. CANADIAN PACIFIC R. Co..... On 6th November. VANCOUVER. VIA SHANGHAI, &c..... EMPRESS OF INDIA ... Brit. str. ... O. P. Marshall, R.N.R. CANADIAN PACIFIC R. Co.... On 20th Nov., at Noon. VICTORIA, B.C., & TACOMA VIA SHANGHAI, &c. ... GLENOGLE Brit. str. ... W. Frakes DODWELL & Co., LIMITED . On lat November. VICTORIA (B.C.) & SEATTLE VIA SHANGHAI, &C. ... TOSA MARU ... Jap. str. ... S. J. G. Parsons NIPPON YUSEN KAISHA On 18th Nov., at 4 P.M. VICTORIA (B.C.), SEATTLE & TACOMA OOFACK Brit. str. ... 2 m. JARDINE, MATHESON & Co. SAN FRANCISCO VIA MOJI Doric Amr. str. ... 2 m. O. & O. S. S. Co. SAN FRANCISCO VIA SHANGHAI, &c. Nippon Maru Jap. str. Toyo Kisen Kaisha On 20th November. SAN DIEGO, &c., VIA MOJI, &c. STRATHGYLE Brit. str. ... BUTTERFIELD & SWIRE On 30th inst. AUSTRALIAN PORTS..... Brit. str. ... CHANGSHA BUTTERFIELD & SWIRE !.. On 10th November. AUSTRALIAN PORTS..... McArthur..... Brit. str. ... GIBE, LIVINGSTON & Co. GUTHBIE..... On 21st Nov., at Noon. AUSTRALIAN PORTS...... KASUGA MARU H. Fraser.... Jap. str. ... NIPPON YUSEN KAISHA On 22nd Nov., at 4 P.M. TRIESTE VIA SINGAPORE, &c. MARQUIS BACQUEHEM ... Aus. str. ... Bilaffer SANDER, WIELER & Co. On 19th November, P.M. YOKOHAMA & KOBE KURDISTAN DODWELL & Co., LIMITED To-morrow, at Noon. YOKOHAMA VIA BHANGHAI & KOBE D. C. Gregor, R.N.E. P. & O. S. N. Co. Borneo Brit. str. On or about 1st November. KOBE & YOKOHAMA WAKASA MABU..... NIPPON YUSEN KAISHA J. B. Macmillan JBD. str. On 8th Nov., at Daylight. KUMANO MARU..... NIPPON YUSEN KAISHA .. E. W. Haswell On 10th November. Jap. str. NAGASAKI, KOBE & YOKOHAMA KANAGAWA MARU Jap. str. J. Mackenzie NIPPON YUSEN KAISHA. On 20th Nov., at Daylight. NAGASAKI, KOBE & YOKOHAMA ROSETTA MARU N. Tate NIPPON YUSEN KAISHA Jap. str. On 22nd Nov., at Noon. MOJI. KOBE & YOKOHAMA MIIKE MARU,.... M. Yagi Jap. str. NIPPON YUSEN KAISHA On 5th Nov., at Noon. KWEIYANG Brit str. ... TIENTSIN On 5th November. BUTTERFIELD & SWIRE SHANGHAI & KOBE Brit. str. ... TSINAN BUTTERFIELD & SWIRE ************************ To-morrow. BALLAARAT, R. A. Peters P. & O. S. N. Co. SHANGHAI Brit, str. On 9th November. SHANGHAI, NAGASAKI, HIOGO & YOKOHAMA ... H. Blecker BATERN Ger. str. HAMBURG-AMERIKA LINIE Quick despatch. NINGPO & SHANGHAI WOOSUNG Brit. str. ... BUTTERFIELD & SWIRE..... To-day. ANPING, VIA SWATOW & AMOY MAIDZURU MARU Jap. str. ... K. Suzuki.... MITSUI BUSSAN KAISHA To-morrow. FOOCHOW VIA SWATOW & AMOY Anping Maru S. Atsumi Jap. str. ... Mitsui Bussan Kaisha..... On 6th Nov., at Daylight. TAMSUI VIA SWATOW & AMOY DAIGI MARU Jap. str. ... K. Sobajima Mitsui Bussan Kaisha On 3rd November. SWATOW. AMOY & FOOCHOW HAICHING Brit. str. ... Davis..... Douglas Laprain & Co. On 31st inst., at Daylight. HAILOONG Brit. str. ... Bathurst Douglas Lapram & Co. SWATOW & AMOY On 31st inst., at Daylight. ILOILO & CEBU KAIFONG Brit. str. ... On 8th November. BUTTERFIELD & SWIRE YUENSANG MANILA VIA AMOY Brit. str. ... Rolfe JARDINE, MATHESON & Co. To-day, at 4 P.M. MANILA DIRECT DIAMANTE Brit. str. ... J. Rattenbury...... Shewan, Tomes & Co. On 31st inst., at 5 P.M. BUTTERFIELD & SWIRE Changbha Brit. str. ... On 10th November. SINGAPORE, PENANG & CALCUTTA ARRATOON APCAR Brit. str. E. Fey DAVID SASSOON, SONE & Co..... On 2nd Nov., at 3 P.M. SINGAPORE & BOMBAY MAZAGON Brit. str. G.W.Cockman, R.N.R. P. & O. S. N. Co. On or about 13th November

SHIPPING.

ARRIVALS. Oct. 27. SHANSI, British str., 1,240, Carnaghan, Java 16th Oct., Sugar.-Butterfield Oct. 28, BARFLEUE, British battleship, 10,500,

BOMBAY VIA SINGAPORE & COLOMBO

Sir Geo. Warrender, Bart., Yokohama 22nd October. Oct. 28. CALCHAS, British steamer, 4,278, J. Bartlett, Foochow 27th Oct., General,-BUTTERFIELD & SWIRE.

Oct. 28, HIKOSAN MARU, Jap. str., 2,302, Peter Hollstrom, Kutchinotzu 23rd Oct., Coal.-М. В. Каізна. Oct. 28. HONGKONG, French str., 862, Pannier, Haiphong and Hoihow 27th Oct., General.

-A. R. MARTY. Oct. 28. SKERRYVORE, British steamer, 2,199, Appleton, Cheribon 17th Oct., Sugar.-BUTTERFIELD & SWIRE.

CLEARANCES. AT THE HARBOUR MASTER'S OFFICE. 28th October.

Cebu, American str., for Cebu. Chiquen, American str., for Canton. Falls of Kelter, British str., for Shanghai. Flandria, German str., for Shanghai. Kweiyang, British str., for Canton. Satsuma, British str., for Manila.

DEPARTURES. 27th October. PROMETHEUS, British str., for Shanghai. 28th October.

CRBU, American str., for Cobu. CHITUEN, American str., for Canton. FALLS OF KELTEB, British str., for Shanghai. FLANDRIA, German str., for Shanghai. ILTIS, German gamboat, for Canton. KWEIYANG, British str., for Canton. PROGRESS, German str., for Touron. THEA, German str., for Chefoo.

> VESSELS IN DOCK. 28th October.

ABERDEEN DOCKS .-KOWLOON DOCKS.—Canton River, Elcano, Cebu, H.M.S. Argonaut, H. J. Albrecht, Kwanfung, Tacoma, Chowfa, Hans Menzell, H.M.S. Humber.

COSMOPOLITAN DOCK .-

weather to port.

SHIPPING REPORTS. The British steamer Calchas, from Foochow 17th inst., had moderate N.E. monsoon. The Japanese steamer Hikosan Maru, from Kutchinotzu 23rd inst., had fine and cloudy weather with strong northerly breeze down to Lamocks; then light N.W. winds with fine

VESSELS ON THE BERTH

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA VIA AMOY. HE Company's Steamship

"YUENSANG," Captain Rolfe, will be despatched as above TO-DAY, the 29th inst., at 4 P.M. This Steamer has superior accommodation for First Class Passengers, is fitted throughout with Electric Light, and carries a Doctor. For Freight or Passage, apply to

JARDINE, MATHESON & CO., General Managers. Hongkong, 28th October, 1901.

THE OSAKA SHOSEN KAISHA,

IMITED. FOR ANPING (VIA SWATOW AND

HE Company's Steamship "MAIDZURU MARU." Captain K. Sudzuki, will be despatched for the above ports TO-MORROW, the 30th instant.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA. Hongkong, 17th October, 1901.

VESSELS ON THE BERTH IMPERIAL GERMAN MAIL LINE.

Jap. str.

HIROSHIMA MARU ...

STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA. THE Imperial German Mail Steamship

W BAYERN. OF THE NORDDEUTSCHER LLOYD, Captain H. Blecker, due here with the outward German Mail about the 30th inst, will leave for the above places about 24 hours after arrival.

NORDDEUTSCHER LLOYD. For further Particulars, apply to

MELCHERS & CO., Agents. Hongkong, 28th October, 1901.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

In Connection with the ATCHESON, TOPEKA AND SANTA FE RAILROAD CO. PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND

TO JAPAN PORTS AND HONOLULU. THE UNITED STATES. MEXICO, CENTRAL AND SOUTH

HONOLULU.

AMERICA &c. * S.S. "STRATHGYLE" ... On 30th October. S.S. "KVARVEN" On 1st December. S.S. "THYRA"..... On 20th December.

THE Steamship "STRATHGYLE" will be despatched for SAN DIEGO and SAN FRANCISCO VIA MOJI, KOBE, YOKOHAMA and HAKODATE, on WED.

NESDAY, the 30th October. in the United States. Cargo will be received on board until 5 P.M.

the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required. Consular Invoices, to accompany Cargo des-

tined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Castoms, San Diego. * NOTE:-This steamer will also call at

HAKODATE on her way from Yokohama to San Diego. For further information as to Freight or

Passage, apply to BUTTERFIELD & SWIRE,

Hongkong, China and Japan. Hongkong, 24th October, 1901. THE OSAKA SHOSEN KAISHA

LIMITED. FOR TAMSUI VIA SWATOW AND AMOY. THE Company's Steamship

"DAIGI MARU," Captain K. Sobajima, will be despatched for the above ports on SUNDAY, the 3rd Novem-

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Hongkong, 28th October, 1901. FOR NEW YORK.

THE 3/3 A II American Ship "MANUEL LLAGUNO" will load during October, sailing about 29th For Freight, apply to SHEWAN, TOMES & CO.

Hongkong, 11th July, 1901.

CANADIAN PACIFIC RAILWAY CO.'S

T. Murai NIPPON YUSEN KAISHA On 8th Nov., at Noon.

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES. CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SPEED. PUNCTUALITY. "Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19_knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION). * "TARTAR," 4,425 Tons...Comdr. E. Beetham, R.N.R...WEDNESDAY, 6th Nov., 1901 "EMPRESS OF INDIA"... Comdr. O. P. Marshall, R.N.R., WEDNESDAY, 20th Nov., 1941 LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON. *"ATHENIAN," 3,882 Tons, Capt. H. Mowatt WEDNESDAY, 4th Dec., 1901 "EMPRESS OF JAPAN"...Comdr. H. Pybus, R.N.R.WEDNESDAY, 18th Dec., 1911 EMPRESS OF CHINA"... Comdr. R. Archibald, R.N.B... WEDNESDAY, 15th Jan., 1902 N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACE.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA of JAPAN, and usually make the voyage YOKOHAMA to VAN COUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

TAKING CARGO AND PASSENGERS Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and

> The attractive features of this Company's route embrace its PALATIAL STEAMSHIP., (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

> THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated y the Company, and their appointments and Chisine are unexcelled.

* SPECIAL EXTRA SERVICE.

The Company's Steamships "TARTAR" and "ATHENIAN" have now been placed Through Bills of Lading issued to any point on the Line between CHINA - d JAPAN PORTS and VANCOUVER, as additional sailings, taking Cargo and Passengers 1 all points in CANADA and the UNITED STATES. In addition to the excellent First Saloon Passenger accommodation, the "ATHENIAN" takes 2nd Cabin Passengers with accommodation unequalled on the Pacific, also Steerage. The "TARTAR" lakes First Class and Steerage Passengers only. The run is usually made between YOKOHAMA and VANCOUVER in 14 Days.

For further information, Maps, Guides, Books, Kates of Passage and Freight, apply to D. E. BROWN, General Agent, Pedder's Street.

HAMBURG-AMERIKA NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

LEVANTE, BLACK SEA and BALTIC POBTS, NORTH and SOUTH AMERICAN POBTS.)

PROPOSED SAILINGS FROM HONGKONG.

SHRIECT TO ALTERATION:

	CONTROL TO WITHING THE CO.		
STEAMERS.	DESTINATIONS.	 BAILING 	DATES
	HAVRE & HAMBURG (Calling at Singapore and Colombo)	On 2nd Nov.	Freight.
SEGOVIA 9	HAVRE, BREMEN & HAMBURG (Calling at Singapore and Penang)	On 16th Nov.	Freight.
MARBURG	HAVRE & HAMBURG	On 30th Nov.	Freight.
SUEVIA	(Calling at Singapore and Colombo) HAVRE & HAMBURG	On 14th Dec.	
Capt. Borck	(Calling at Singapore and Penang)		•
Capt. Brehmer	(Colling at Ringenow, and Colomba)	On 28th Dec.	 .
Capt. Mayer	f / Amount as Amthohata and water \$111		
Capt. Madsen	HAVRE & HAMBURG	1902	Freight.
For Further Particul	ars, apply to		

HAMBURG-AMERIKA LINIE. Hongkong office. QUEEN'S BUILDINGS, No. 1.

Hongkong, 26th October, 1901.

Japan Governments.

Hongkeng, 1st October, 1901.

NORMEDRN PACIFIC STEAMSHIP CO.

SAILINGS FROM HONGKONG. VIA SHANGHAI INLAND SEA OF JAPAN, KOBE AND YOKOHAMA

FOR VICTORIA, B.C., AND TACOMA IN CONNECTION WITH

PACIFIC RAILWAY COMPANY. Captain. Proposed Sailing GLENOGLE W. Frakes November J. Barker CLAVERING..... November 14th W. Watt. BRAEMAR November 26th G. Cartmer WYEFIELD December 10th

THE attention of Passengers is directed to the very cheep rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON, 252 Excellent accommodation. First-class Table. DOCTOR and STEWARDESS carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES

HONGKONG TO NEW YORK, £48 The Railroad travelling is second to none on the American Continent; two trans-continents; trains daily from Tacoma; Dining Car is attached to trans-continental trains day and night. TACOMA to New York in 41 days. Magnificent Scenery of the Rocky and CARCADE MOUN-TAIMS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA AND TACOMA. 235. The best route to the KLONDYKE GOLD FIELDS. Frequent Sailings from Victoria and TACOMA to DYRA and St. MICHAEL. Rates of Passage to other Points on application.

A Special Rate allowed to members of Government Service. For further information as to Passage or Freight, apply to DODWELL & CO. LIMITED.

Hongkong, 2nd October, 1991.

Huockorg, 26th October, 1901.

Honokong, 17th October, 1201.

PENINSULAR AND ORIENTAL

General Agents.

STEAM NAVIGATION COMPANY. STEMERS. TO BAIL UN REMARKS. YOKOHAMA VIA SHANGHAI AND KOBE (Passing through the Inland Sea) LONDON LONDON, &c...... { COROMANDEL } Noon, 9th } See Special Advertisement. F. W. Vibert, E.N.E... } November } See Special Advertisement. SHANGHAI {BALLAARAT | About 9th } Freight or Passage. * (Calling at Penang and Colombo if sufficient inducement offers) PASSENGER SEASON 1902 For MARSEILLES, PLYMOUTH ORIENTAL 5,284 Tons 29th March. WITHOUT TRANSHIPMENT For Further Particulars, apply to H. A. RITURIE. Superintendent.

HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN. SUEZ. PCRT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS

AND SOUTH AMERICAN PORTS STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

IN RUSSIA PROPOSED SAILINGS FROM HONGKONG-SUBJECT TO ALTERATION STEAMERS. SAILING DATES KIAUTSCHOU (Hamburg-Amerika Linie) ... WEDNESDAY 13th November. BAYERN... ... WEDNESDAY 27th November. STUTTGART WEDNESDAY 11th December. KONIG ALBERT WEDNESDAY 25th December. PRINZESS TRENE WEDNESDAY 8th Jan., 1902.

PRINZ HEINRICH WEDNESDAY 22nd Jan 19 2.7 5th Feb., 1902. PREUSSEN WEDNESDAY HAMBURG (Hamburg-Amerika Lime) WEDNESDAY 19th Feb. 1902. SACHSEN ... WEDNESDAY 5th Mar., 1902 AN THURSDAY, the 31st day of October, 1901, at Noon, the Steamship "SACHSEN."

of the Norddeutscher Lloyd, Captain W. Franke, with MAILS, PASSENGERS. SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA. Shipping Orders will be granted till Noon on Tuesday, the 29th October, Cargo and So cie will be received on Board until 5 P.M. on WEDNESDAY, the 30th October, and Parcels w.ll be received at the Agency's Office until Noon on WEDNESDAY, the 30th October. Contents of Packages are required. No Parcel Receipts will be signed for less than 32 30 and Parcels should not exceed Two Feet Cabic in Measurement. The Steamer has splendid accommodation, and carries a Doctor and Stewardesses.

Linen can be washed on board. NORDDEUTSCHER LLOYD For further Particulars, apply to MELCHERS & CO., AGENTS.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY). PROJECTED SAILINGS FROM HONGKONG SUBJECT TO ALTERATION PARITE DATES. STEAMERS. Destinations.

LONDON and ANTWERP, VIA

MARSEILLES, SINGAPORE, FREDAY, 1st November. AWA MARU R. Trent PENANG, COLOMBO & PORTI at DAYLIGHT. MIIKE MARU MOJI, KOBE and YOKOHAMA ... TUESDAL 5th November. (BOMBAY VIA SINGAPORE and Franker, 8th November, HIROSHIMA MARU T. Murai 1 COLOMBO t Noon KUMANO MARU SUNDAY, 10th November. E. W. Haswell MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE, (ERIDAY, 15th Movember, KAMAKUBA MABU H. Petersen PENANG, COLOMBO & PORT (at DAYLIGHT. VICTORIA, B.C. and SEATTLE, MONDAY, 18th November, Tosa Maru U.S.A., VIA SHANGHAL MOJI. S. J. G. Parsons KOBE & YOKOHAMA KANAGAWA MARU NAGASAKI, KOBE and YOKO-(WEDNES, 20th November J. Mackenzie Pat DAYLIGHT ROSETTA MARU NAGASAKI, KOBE and YOKO-? FEIDAY, 22nd November N. Tate ab Noon. SYDNEY and MELBOURNE, via Friday, 22nd November W. MANILA, THURSDAY ISLAND, FRIDAY, 22nd November W. KASUGA MARU

H. Fraser TOWNSVILLE AND BRISHAND AND PAR Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the state of the state of the property and Atlantic Steamers. For further information as to Preight, Passage, St Libra America Commune

Local Branch Office at Prince's Building, First Floor, Charle Hong kong, 28rd October, 1901 Minimus var var desira [13

FROM PORTSMITH TO PEKING VIA

LADYSMITH WITH A NAVAL

BRIGADE.

ILLUSTRATED WITH FOUR MAPS.

On Sale at

SELLERS, SOLDIERS' CLUB, SOLDIERS'

and SAILORS' HOME, ROYAL

NAVAL CANTEEN. Price \$1 per Copy Paper Covers; \$1.50 in

Superseding Bitter Apple, Pennyroyal, Pil Cochia, ac

a. S. Watson & Co., Ltd., Hongkong

MARTIN. Chemist, SOUTHAMPTON, ENGLAND

Hongkong, 18th March, 1901

DATLY PRESS" OFFICE, LOCAL BOOK-

			
	OUT	WARDS.	
************	87	EAMERS ILLES"	Due
FRUM	HOAPPOOT.	TT.T.ES"	On 6th November.
GIVEGOM and Dr A	HODOOT 40TA	TOTAL	On 15th November.
GLASGOW and LIV.	ERFOUL GLA	TOUS"	On 21st November
GLASGOW and LIV	PRLOOP" TYK	104	CH Pres Hovemoor
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	* A A T	TEAMBES	TO SAIL
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LONDON	(3717 C	CHAS"	On-12th November.
LONDON		HAON"	On 26th November.
LONDON	MAU	AND AND INC. TO SERVICE AND	On 10th December.
LONDON			On Total December.
C TTTTD DANII. LITHNOT	and the second second and the second	RDANUS"	On 15th November.
(Taking Cargo at Lo	ndon Rates) DAD	PLIZE TA CID	
(Taking Cure as 22)	e de la companya de	<u>atrial and the second </u>	On 154h December
LIVERPOOL DIRECT	"XIC)N "	On 15th December.
Training Corpo at L0	ngon Daves))		A- 2 1 1

The S.S. "MACHAON," from GLASGOW and LIVERPOOL, has arrived, and will leave for SHANGHAI this evening.

For Freight, apply to BUTTERFIELD & SWIRE, AGENTS O. S. S. Co. Hongkong, 29th October, 1901.

CHINA NAVIGATION

		STEAMERS	TO SALL.
FOR	TATIA	1	On Oath Chatakan
NINGPO and SHAC	NGHAL Minimum	THE TRINAN"	On 29th October. On 30th October.
SHANGHAI and K	OBB	A TUMETY AND "	On 5th November.
TIENTSIN		AUTAIDONAU	On 8th November.
TLOILO and CEBU		A " CITATIONITA"	On 30th October. On 5th November. On 8th November. On 10th November.
			On 10th November.
PORT DARWIN	THURSDAY		•
TOT A ATT COOK!	TOWN. TOWNS.	FEROTANGEHA"	On 10th November.
TOUR ND DETER	ANE SYDNEY	OHAN GBILL	On 10th November.
Aller, purch	THE SECOND SECOND SECOND		

steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried. For Freight or Passage, apply to-BUTTERFIELD & SWIKE,

AGENTS.

TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA

OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Shanghai, Nagasaki, Tuesday, Nov. 5,

Kobe, Inland Sea, Yo-kohama, and Honolulu) 1901, at Noon.

Kobe, Inland Ses, Yo- (1901, at Noon,

Shanghai, Nagasaki, (SATURDAY, Dec. 21,

"NIPPON MARU"

will be despatched for SAN FRANCISCO

INLAND SEA, YOKOHAMA and HONO-

LULU on TUESDAY, the 5th November,

Steamers of this line pass through the IN-

LAND SEA OF JAPAN, and call at HONO.

LULU, and Passengers are allowed to break

SOUTHERN PACIFIC, CENTRAL PACIFIC,

Union Pacific, Denver and Rio Grande,

and NORTHERN PACIFIC RAILWAYS; also the

CANADIAN PACIFIC RAILWAY on payment of

Passengers holding orders for OVERLAND

CITIES in the United States have, between

San Francisco and Chicago, the option of

the Southern Pacific, Central Pacific,

Union Pacific, Denver and Rio Grande,

and other direct connecting Railways, and from

Chicago to destination the choice of direct lines.

Particulars of the various routes can be had

Special rates (first class only) are granted to

Missionaries, members of the Naval, Military,

Diplomatic, and Civil Services, to European

officials in service of China and Japan, and to

Government officials and their families.

Company's and connecting Steamers.

£4 in addition to the regular tariff rate.

their journey at any point en route.

obtained on application. ,

on application.

SHANGHAI. NAGASAKI, KOBE,

1901, at Noon.

NIPPON MARU (via

America Maru (vib

kohama, and Honolulu)

Hongkong Maru (via)

Kobe, Inland Sea, Yo-

kehama, and Honolulu)

THE Twin-Screw Steamship

Hongkong, 28th October, 1901. COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOTS-POSTE FRANCAIS. NOTICE.

STEAM FOR SINGAPORE. BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS. LONDON, HAVRE, BORDEAUX;

PORTS OF BRAZIL AND RIVER PLATE.

O'st 1 P.M., the Company's Steamship "SALAZIE," Captain Aubert, with Mails, Passengers, Specie and Cargo, will leave this port for MARSEILLES via BOMBAY. This Steamer connects at COLOMBO with the S.S. Armand Behic, which vessel take on her Passengers and Mails leaving that port on the 16th November direct to Suez, Port Said and Marsoilies.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M. on the 3rd for Japan, the United States, and Europe. November. (Parcels are not to be sont on board; they must be left at the Agency's Office.). Contents and Value of Packages are required. For further particulars, apply at the Com-DEDY'S Office.

P. DE CHAMPMORIN. Acting Agent. Hongkong, 23rd October, 1901.

THE CHINA MUTUAL STEAM NAV GATION COMPANY, LIMITED. TRANS-PACIFIC SERVICE

VICTORIA (B.C.), SEATTLE AND TACOMA.

THE Steamship

"OOPACK," 3.883 Tons. Commander J. Barber, is due here on 4th November, and will have quick despatch. For Rates of Freight and Further Particulars, apply to JARDINE, MATHESON & CO.,

Hongkong, 23rd October, 1901.

SHEWAN TOMES & CO.'S NEW YORK

FOR NEW YORK VIA SUEZ CANAL. THE Steamship "ADANA," will be despatched for the above port on o

about 5th November, 1901. To be followed by the Steamship on or about 15th December, 1901. And by the Steamship

"ACARA on or about 31st December, 1901. For Freight, apply to SHEWAN, TOMES & CO. Hongkong, 28th October, 1901.

THE OSAKA SHOSEN KAISHA. LIMITED.

FOR FOOCHOW VIA SWATOW AND AMOY. THE Company's Steamship

"ANPING MARU," Captain S. Atsumi, will be despatched for the above ports on WEDNESDAY, the 6th November, at DAYLIGHT. For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA,

Hongkong, 23rd October, 1901.

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THEOUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO- THE full-powered Steamship CHINA STTAM NAVIGATION Co.'s fortnightly service hence to CALCUTTA. Sallings from CALCUTTA for CAPE PORTS every fortnight

For Freight and further particulars,
supply to
DODWELL & 145. Last ITED,
General Agents for Chias and Japan.
Hongkeng, 4th Angust 1807.

VESSELS ON THE BEATH.

MAIL LINES

OCCIDENTAL & ORIENTAL S.S. CO PACIFIC MAIL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE

THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAIL	INGS FROM HONGKONG.
"DORIC"	
"PERU"	TUESDAY, 12th November, at Noon
" COPTIC"	WEDNESDAY, 20th November, at NOON
CITY OF PEKING"	SATURDAY, 7th December, at Noon
"GAELIC"	SATURDAY, 14th December, at NOON
"CHINA"	TUSEDAY, 31st December, at Noon

THE O. & O. S.S. Co.'s Steamship "DORIC" will be despatched for SAN FRAN-CISCO via SHANGHAI, NAGASAKI, K.) BE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 29th October, at Noon, taking Freight for Japan, the United States and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONO-LULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamer, and to the principal cities of the United States or Canada. Rates may be obtained on application. Passengers holding through ORDERS TO FUROPE have the choice of the Overland

Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER, and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers helding orders for OVERLAND CITIES in United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC. DENVER and RIO GRANDE and other direct lines. Particulars of the various routes can be had on application.

Special Rates (first class only) to European Points, are granted to Missionaries, members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service officials located in Asia, and to European officials in the service of the Governments of China and Japan. TO UNITED STATES AND CANADIAN POINTS, Special rates (first class only)

are confined and will apply only to Missionaries, members of the the Naval and Military Services, and to Consular and Diplomatic officials of Governments of China and Japan. RETURN PASSAGE .- Passengers who do not hold round-trip tickets but who have paid full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months,

will be allowed a reduction of ten per cent. from fare, San Francisco or Honolulu, to original port of embarkation. Passengers who do not hold round-trip tickets but who have paid full-class fare from the United States, Canada or Europe, to a port of callin Japan or China and re-embark at such port of call for return voyage at any time within twelve months, will be allowed a reduction of ten per

Shanghai, Nagasaki, (Thunsday, Nov. 28, cent. from fare to San Francisco or Honolulu. Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, va Overland Railway, to Hayana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M., same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or Parcel (valued at \$100 gold or over) destined to points beyond San Francisco in the United States, should be sent to the Companies' Office, addressed to the Collector of Customs, San Francisco.

Merchant's Invoice will be sufficient for Cargo or Parcel (each shipment) when the value is less than \$100 U.S. gold. For further information as to Passage and Freight, apply to the Agency of the Companies, 1901, at Noon, taking Freight and Passengers

Queen's Building. GEO. ECKLEY ACTING AGENT.

Hongkong, 19th October, 1901.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

Through Passage Tickets granted to Eng-STEAM FOR STRAITS, CEYLON, AUSland, France, and Germany by all trans-Atlantic TRALIA, INDIA, ADEN, EGYPT, lines of steamers, and to the principal cities of MEDITERRANEAN PORTS, the United States or Canada. Rates may be PLYMOUTH AND LONDON. THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL Passengers holding through ORDERS TO AND AMERICAN PORTS. EUROPE have the choice of Overland Rail TIHE Steamship reutes from San Francisco, including the

"COROMANDEL." Captain F. W. Vibert, R.N.R., carrying His Majesty's Mails, will be despatched from this for Bombay, on SATURDAY, the 9th November, at Noon, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to H. A. RITCHIE, Superintendent. Hongkong, 28th October, 1901.

Through Bills of Lading-issued for trans-REGULAR STEAMSHIP SERVICE TO portation to Yokohama and other Japan Ports, NEW YORK. to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to

Hongkong Harbour :--

Standard Oil Co.

Standard Oil Co.

VIA PORTS AND SUEZ CANAL. PROPOSED SAILINGS FROM HONGKONG. Havana, Trinidad, and Demerara, and to ports RICHMOND CASTLE,"On 15th November. in Mexico, Contral and South America, by the ... On 30th November. 'KURDISTAN" On 15th December. "LENNOX" On 31st December. ORONSAY" Freight will be received on board until 4 P.M. 'HILLGLEN" the day provious to sailing. Parcel Packages

Neither the CAPTAINS, the AGENTS, nor the

of the following Vessels during their stay in

HELEN A. WYMAN, American ship, Vanhon.

STATE OF MAINE, American ship, Colcord .-

DUINART PERE & FILS, BEIMS

Established 1719.

CHAMPAGNE GROWERS AND

SHIPPERS.

Ship only the Finest Quality

Extra Dry (Green Seal)

LAUTS, WEGENER & CO.,

Sole Agents.

-Arnhold, Karberg & Co.

Hongkong, 17th May, 1895.

"LOWTHER CASTLE"... will be received at the Office until 5 P.M. same For Freight and further information, apply to day; all Parcel Packages should be marked to DODWELL & CO., LD., address in full; value of same is required. Hongkong, 26th October, 1901. Consular Invoices to accompany Cargo destined to points beyond San Francisco in the

United States should be sent to the Company's NOT RESPONSIBLE FOR DEBTS. Office in Scaled Envelopes, addressed to the Collector of Customs at San Francisco. OWNERS will be RESPONSIBLE for any For further information as to passage and DEBT contracted by the Officers or the Crews

Freight, apply to the Agency of the Company, Queen's Building. GEO. ECKLEY. Acting Agent.

Hongkong, 14th October, 1901.

UNITED STATES AND CHINA-JAPAN W. H. CONNER, American ship, Colcord .-STEAMSHIP LINE. (ROB. M. SLOMAN & Co., HAMBURG.)

FOR NEW YORK. "CLAVERDALE"

will be despatched for the above port on the 12th November. For Freight, apply to CARLOWITZ & CO.

Hongkong, 15th October, 1901.

NOTICES TO CONSIGNEES

OCEAN STEAMSHIP COMPANY.

MONSIGNEES per Company's Steamer "LAERTES"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ld.; in both cases it vill lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 24th inst.

Optional cargo will be landed unless notice has been given prior to steamer's arrival. Goods undelivered after the 30th inst. will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 31st instant. No Fire Insurance has been effected.

BUTTERFIELD & SWIRE, Agents. Hongkong, 22nd October, 1901.

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"MACHAON"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godownsof the Hongkong and Kowloon Whari and Godown Company, Ld.; in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 26th instant. Optional Cargo will be landed unless notice

has been given prior to steamer's arrival. Goods undelivered after the 2nd proximo will be subject to rent. All damaged Goods must be left in the Godowns, where they will-be examined at 11 A.M. on the 4th proximo. No Fire Insurance has been effected. BUTTERFIELD & SWIRE,

Agents. Hongkong, 25th October, 1901.

OCEAN STEAMSHIP COMPANY.

MONSIGNEES per Company's Steamer

"PROMETHEUS" are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ld.; in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 28th instant.

Optional cargo will be landed unless notice has been given prior to steamer's arrival. Goods undelivered after the 1st prox. will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 2nd prox.

No Fire Insurance has been effected. BUTTERFIELD & SWIRE.

Agenta. Hongkong, 26th October, 1901. NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"PARRAMATTA," FROM BOMBAY, COLOMBO AND

STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and_delivery_can_be-obtained_as-soon-as-the-Goods are landed.

This Vessel brings on Cargo :-From London, &c., ex 8 8. Oceana. From Persian Gulf ex s.s. B. I. S. N. and B. & P. S. N. Co's Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 2 P.M., TO-DAY, 26th inst. Goods not cleared by the 2nd proxime, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever. All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

H. A. RITCHIE, Superintendent. Hongkong, 26th October, 1901. THE

CHINA AND JAPAN

TELEPHONE AND ELECTRIC

HONGKONG EXCHANGE.

OPEN DAY AND NIGHT.

SUBSCRIPTIONS:-EXCHANGE LINES. \$80 Per Annum.

PRIVATE LINES, \$100 Per Annum.

NO CHARGE FOR INSTALLATION

N.B.—A special charge is made for lines as more than average length.

ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK,

Including :-BATTERIES,

CHEMICALS, ELECTRIC BELLS, Insulators. LIGHTNING CONDUCTORS,

> SWITCHES, TELEPHONES, WIRE, &c., &c.

PRICE LISTS

APPLICATION.

ELECTRIC BELL INSTALLATIONS ERECTED AND KEPT IN

ORDER.

Estimates given for all kinds of Electrical

Trained Mechanicians sent to Out-Ports to it up Installations if required.

For full partculars, &c., &c., Apply to

W. STUART HARRISON, Manager. Note Address:-No. 2, ICE HOUSE ROAD. "SANITAS" "SANDA" GUN TWO RECISTENS O THACE PLACE! SANITAS' NON POISONOUS. DOES NOT STAIN. DISINFECTANT, ANTISEPTIC AND DEODORANT COMB ALP A PROPERS HEALTH IS A NATION OF THE PARTY. HE GANITAS CONSPANY LIMITED

ALSO POWder, Soaps, Sulphur (Fuminating) Candles,

BETHNAL GREEN, CONDON E.

and all kinds of DISINFECTANTS. "The list of "Ranitan preparations is now so great as to come "prize a complete antiseptic and disinfectant armamentarium." The composition of most of these is based on "Sanitas. a "detervodly popular, pleasant and moreover active computation."—LANCET. August 24th, 1825, p. 50.

"HOW TO DISINFECT" Book sent IREE on application. OF ALL CHEMISTS, AND

The "SANITAS" Co., Ltd., BethnalGreen, London.

SAVARESSE'S SANDAL

Not made of Gelatine : most efficacious, begause absolutely pure English Oil. Full directions. All Chemists.

Savaresse's Pure Copaiba Capsules.

Hongkong, 18th January, 1898. HAND. UNTOUCHED

When prepared is similar to Breast Milk.

MELLIN'S FOOD WORKS, PECKHAM; LONDON, ENGLAND. 11.43

CALVERT'S CARBOLIC

Gures and prevents insect and Mosquito bites.

all Skin ailments.

Especially valuable in hot climates.

The strongest Carbolic Toilet Scap. Sold by all Chemists, Stores, &c.

F. C. CALVERT & Co., Manchester, England.

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POST OFFICE NOTICES. The Bayern, with the German Mail of the 30th ult., left Singapore on Friday, the 25th inst, at 6 p.m., and may be expected here to-morrow. The Peru, with the American Mail of the 5th inst., left Yokohama on Saturday, the 28th inst., at daylight, and may be expected here on or about Sunday, the 3rd prox. The Ernest Simons, with the French Mail of the 4th inst., left Colombo on Friday, the 25th inst., at 6 p.m., and may be expected here on or about Wednesday, the 6th prox. This Packet brings replies to letters despatched from Hongkong on the 31st August. MAILS WILL CLOSE. DAY AND HOUR. Tuesday, 29th, 7.30 A.M. Hankow . Tuesday, 20th, 8.00 A.M. **K**ohsichang Swatow and Bangkok Tuesday, -- 29th, 10,00 A.M. Tordenskiold Bangkok Tuesday, 29th, 10.00 A.M. Ningpo and Shanghai Tuesday, 29th. Printed matter and sam-SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, ples 9.00 a.m HONOLULU and SAN FRANCISCO Registration ... 10.00 A.M. (Supplementary mail on board up to the } Doric (Registration, with late time fixed for departure of the mail. fee of 10 cents, up to Extra postage 10 cents.) 10.45 A.M.) Macao Amov and Marila Yuensang Tuesday, Hinsang Shanghai Tuesday. Singapore Tuesday. Powan Canton Hoihow and Pakhoi

Honam

Heungshan

Strathgyle

Haiching

Tsinan

Extra Postage 10 cents.) TO-DAY.		fee of 10-cents, up-t 10.45 a.m.) Letters
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA and VANCOUVER, B.C. (Supplementary mail on board up to the time fixed for departure of the mail.	Empress of India	Wednesday, 20th Nov., Printed matter and sam ples 9.40 A.M Registration10.00 A.M (Registration with lat
Manils, Port Darwin, Thursday Island, Cooktown, Townsville, Brisbane, Sydney	Changsha	Saturday, 9 Nov., 5.00 P.M
Postage 10 cents.) (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)	Coromandel	Registration10.00 A.M (Registration, with lat fee of 10 cents, up t 10.45 A.M.) Letters 11.00 A.M.
EUROPE, &c., India via Tuticoria		Saturday, 9th Nov., Circulars 8.00 A.M Printed matter and sum ples 9.00 A.M
Shanghai, Moji, Kobe, Yokohama, Vancouver and Victoria, B.C	Touten	Wednes, 6 Nov., 11.00 A.M. Friday. 8 Nov., 4.00 P.M.
Singapore, Penang and Calcutta Singapore Tientsin	Ceylon Kroeiyang	Saturday, 2 Nov., 11.00 A.M
Manila. Moji, Kobe, Yokohama, Victoria, B.C., & Tacoma	Glenogle	Letters, &c11.00 A.M. Thursday, 31st, 4.00 P.M. Friday, 1st Nov., 11.00 A.M. Saturday, 2 Nov., 2.00 P.M.
EUROPE, &c., India via Tuticoriu (Late Letters 11.05 to 11.20 A.M. Extra Postage 10 cents.)	Sachsen	ples 9.00 A.M. Registration10,00 A.M. (Registration, with lat- fee of 10 cents, up to 10,45 A.M.)
Conton	rateman	Thursday, 31st, Printed matter and sam

Sale, Condemned Stores, Naval Yard, Mosers. Hughes & Hough, 10 a.m. Sale, Furniture, 12, Knutsford Terrace, Kowloon, Messrs. Hughes & Hough, 2.30 p.m. Sale, Coal, 10, Praya East, Mr. Geo. I

Canton

Macao

Moji, Kobe, Yokohama, San Diego and San)

Francisco

Shanghai and Kobe

Swatow, Amoy and Foochow

Swatow and Amoy Hailoong

Conton Fatshan

Lammert, 3 p.m. TO-MORROW. Sale, Condemned Stores, Naval Yard, Messrs. Hughes & Hough, 10 a.m.

COMMERCIAL.

CLOSING QUOTATIONS.

	28th October.
On	London.—
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	On demand.
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Patna New	.,\$925	to		per chest.	
Patna Old	\$950			19	
Benaros Now	\$9071	to	_	19	
Benares Old	.,\$907	to		19	

VESSELS EXPECTED.

THE GERMAN MAILS. The Imperial German Mail steamer Sachsen left Foochow on the 28th inst., at noon, and may be expected here on or about to-night,

The Imperial German Mail steamer Bayern, carrying the German mails with dates from Berlin of the 30th ult., left Singapore on the 25th inst., at 6 p.m.; and may be expected here on or about to-morrow, p.m.

THE CANADIAN MAIL. The C.RR. steamer Empress of India arrived at Shanghai on the 20th just, at 9 p.m., and left again on the 27th inst., at 8,30 p.m., for Hongkong, where she is due to arrive to-morrow, at

The P.M. steamer Peru, with mails, &c., from San Francisco to the 5th inst., via Honolulu, has arrived at Yokohama, and left for this port yesterday, a.m., via Inland Sea, Kobe, Nagasaki

China Mutual Pref..

China Ordinary

Douglas Steamship

H., Canton and M...

Indo-China S. N. ...

Trading Co.....

Star Ferry

Tebrau Planting Co ...

United Asbestos

Universal Trading

Wanchai Warehouse...

Watkins, Ld

STATION.

Co., Ld..... 5

ShellTransport and

and Shanghai The O. & O. steamer Coptic, with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sen, Kobe, Nagasaki and Shanghai, on the 15th inst.

THE FRENCH MAIL. The M.M. steamer Ernest Simons, with the next French mail, left Colombo on the 25th inst. at 6 p.m., for this port via Singapore and Saigon.

THE INDIAN MAILS The Indo-China steamer Lawang, from Calcutta and the Straits, left Singapore for this port on the 26th inst., at 4 p.m. MERCHANT STEAMERS.

The "Shire" Line steamer Merionethshire. from Middlesbro' and London, left Singapore on the 24th inst., and is due here on or about to-morrow.

The N.Y.K. steamer Awa Maru (European Line) left Kobe via Moji for this port on the 23rd inst., and is expected to arrive here to-The N.Y.K. steamer Milke Maru (Bombay

Line) left Bombay via Colombo and Singapore for this port on the 15th inst., and is expected to arrive here on the 1st prox. The P. & O. steamer Fekin left Bombay for this port on the 17th inst. The steamer Oransay, from New York, left Singapore on the 12th inst. for Manila, and is

the 31st inst. The P. & O. steamer Borneo left Singapore for this port on the 25th inst., at 8 a.m. The P. & A. steamer Knight Companion left Moji on the 28th inst., a.m., for Hengkong. The C.M. steamer Oopack, from Glasgow and Liverpool, passed the Canal on the 8th inst.,

expected to leave that port for Hongkong on

and may be considered due at Singapore on or about the 26th inst. The N.P. steamer Braemarsailed from Tacome for Japan and Hongkong on the 11th inst. The steamer Hillglen left New York for Straits, Hongkong, China and Japan on the 22nd ult. The N.P. steamer Clavering sailed from Tacoma for Hongkong via Vladivostock and

Port Arthur on the 28th ult. The C.P.R. steamer Athenian left Vancouver on the 14th inst., for Hongkong via Japan ports and Shanghai. The N.P. steamer Duke of Fife sailed from

Tacoma for Yokohama on the 17th inst. The C. & O. steamer Kvarven left San Francisco for this port via Moji on the 19th inst.

STEAMERS PASSED THE CANAL. OUTWARD.—24th Sept.—Queen Christina, Erzherzog, Franz Ferdinand, Kiaulschou. 27th -Merionethshire, Argyll, Sophie Rickmers. 1st Oct.—Asama, Zafiro. 4th—Borneo. 8th -Bayern, Oro, Oopack. 11th-Achilles, Afridi, Wakasa Maru. 15th-Acara, Ballagrat, Denbighshire, Nurnberg, Shaohsing, Wittekind. 18th-Glaucus, Glongarry, Bencleuch, Kumano Maru. 22nd-Aragonia. Kanagawa Maru, Serbia, Tamba Maru, Dagmar. 25th-Ixion, Stuttgart, Calliope, Neptune, Seneca, Ville de la Ciotat. IOMEWARD.—15th Oct.—Banca. 18th—Bahia.

22nd-Idomenous, Annam (Danish). 25th-Bombay. ARRIVALS AT HOME.—18th Oct.—Stentor. 22nd -Melpomene, Prinz Heinrich, Hudson. 25th-Arara, Indus.

THE HONGKONG STEAM WATER

BOAT COMPANY, LIMITED.

THE above Company is prepared to supply the shipping in Hongkong with PURE and FILTERED WATER both for deck and

Call Flag W. J. W., KEW. Manager, 20. Dis Voiux Road Hongkong, 18th December, 1900.

JOINT STOCK SHARES.

	ACTUAL DEC		HALLES,	1.7
on Friday, the 25th inst, at		Hongkong	2sth October.	M
n Saturday, the 26th inst., at	Company, Banks—	PAID UP.	COULTONS.	M M
mbo on Friday, the 25th inst.,	Hongkong & S'ha	\$125	66224 buyers	M
th prox. This Packet brings	China & Japan, ordy.	.24	L'don £03, 103.	M
	Do. deferred	£ 1 [nominal	M
	Natl. Bank of China A. Shares	£9	\$23, sollors	M
DAY AND HOUR.	B. Shares	20	\$28, seliors	D
Tuesday, 29th, 7.30 A.M. Tuesday, 20th, 8.00 A.M.	Foun. Shares Bell's Asbestos E. A	#1	ə i ö, sellerə 💎 🚶	M
Tuesday: -29 th: -10.00 -A: M.	Campbell, Moore & Co.		11.10, buyers 20.	31 31
Tuesday, 29th, 10.00 A.M.	China-Borneo Co., Ld.	\$15		М
Tuesday, 29th, Printed matter and sam-	China Light and Power Co., Ld)	\$20	\$20, nominal	
ples 9.00 A.M.	China Prov. L. & M	\$10	\$91, buyors	M
Registration 10.00 A.M.	China Sugar	\$100	\$102, sellors	M M
(Registration, with late	Albambra, Ld	\$500	\$500, nominal	М
fee of 10 cents, up to 10.45 A.M.)	PhilippineTobacco (·	\$50, nomin d	М
Letters, 11.00 A.M.	Trust Co., Ld 5 Cotton Mills—		\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	M D
Tuesday, 29th, 1.15 P.M.	Ewo	Tls. 100	l'ls. 421, buyers	М
Tuesday, 29th, 3.00 P.M. Tuesday, 29th, 3.00 P.M.	International Laou Kung Mow	1118, 1VU	Ela. 1928	M M
Tuesday, 29th, 3.00 P.M.	Soychee	Tis. 500	Tis. 40. Tis. 200.	M
Tuesday, 29th, 5.00 P.M.	Yahloong	Tls. 100	Tte. 11.	M
Tuesday, 29th, 5.00 p.m. Wednesday, 30th, 7.30 A.M.	Hongkong	\$100	\$134, buyers \$5, buyers	M
Wednesday, 30th, 1.15 P.M.	Fenwick & Co., Goo	525	şöğ, seileta	Ŋ
Wodnesday, 30th, 3.00 P.M.	Green Island Coment.	\$10	\$224, sellers	C
	H. & C. Bakery Hongkong & C. Gas	\$50 £10	\$140, buyers	
Wednesday, 30th, 4.00 P.M. Wednesday, 30th, 5.00 P.M.	Hongkong Electric {	\$10	813, buyers	M
Wednesday, 30th, 5.00 P.M.	H. H. L. Tramways	անո	øo‡, bayers ø280, bayers	N
Wednesday, 30th, 5.00 P.M.	Hk. Steam Water-	1 .		, N
Thursday, 31st, Printed matter and sam.	boat Co., Ld; }	} · i	\$8, buyers	A
ples 9.00 A.M.	Hongkong Hotel Hongkong Ice	\$25	\$138, sollers \$185, bayers	N
Registration 10,00 A.M.	H. & K. Wharf & G	\$50	\$96, buyers	3
(Registration, with lata fee of 10 cents, up to	Hongkong Rope	\$50 \$50	\$1771, selters \$290	D N
10.45 A.M.)	lusurance-			Ŋ
Letters, &c11.00 A.M.	Canton	\$50	\$157, sales	C
Thursday, 31st, 4.00 P.M. Friday, 1st Nov., 11.00-A.M.	China Fire	920 820	555, seliers 555, seliers	N
Saturday, 2 Nov., 2.00 P.M.	Hongkong Fire	\$50	5560, buyers	N
Saturday, 2 Nov., 11.00 A.M.	No.th China	#25 \$20	Tls. 190, buyers nominal	N
Tuesday, 5 Nov., 4:03 P.M.	Union	\$50	\$330, buyers	B
Wednes , 6 Nov., 11.00 A.M.	Yangteze	. ა ნა	\$12 , buyers	N N
Friday, 8 Nov., 4.00 P.M.	Land and Building— Hongkong Land Inv.		\$193 sales	D
Saturday, 9th Nov.,	Humphreys Estate	\$10	\$13}, sellera	Ď
Circulars 8.00 A.M. Printed matter and sum-	Kowloon Land & B. West Point Building		\$31‡, buyers \$65, sales	C
ples 9:00 A.M:	Luzon Sugar	" . "	\$25, sellers	۵ ا
Registration 10.00 A.M.	Manile Invest. Co., Ld.	. ŞōU	\$50, nominal	A
(Registration, with late fee of 10 cents, up to	Mining— Charbonnages	 Fcs.250	R 325.	0
10.45 A.M.)	Jelebu	. 35	51:, buyers	Ī
Letters 11.00 A.M.	Queen's Mines, Ld		d cents.	
Saturday, 9 Nov., 5.00 P.M.	Olivers Mines, A Do. B		nominal	
Detatedly of Horn, Olvo F.M.	Punjom	. \$ 9	44, Bellers	I
Wednesday, 20th Nov.,	Do, Preference Raubs		\$14, sellers \$14, sellers	2
Printed matter and sam-	New Amoy Dock	. \$63	\$25.	
Ples 9.00 A.M. Registration 10.00 A.M.	Oriento Hotel, Manile		\$555.	1
(Registration with late	Powell, Ld		\$10, nominal \$50, nominal	
fee of 10-cents, up to	Steamship Coys.—			1-3
10.45 A.M.) Letters 11.00 A.M.	China and Manila	₹50	682, buyers	1
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Watson & Co., A. S. ... \$10 \$16, sellers VERNON & SMYTH, Brokers.

\$10 \$10.

\$10 \\$15.

£10 £10, buyers

£7.10 £7.10, sellers

£5 £5, seilers

\$15 \$35, buyers

£10 \$150, sellers

£1 £2, 12s, 6d.

\$241, sellers \$91, sellers

\$4 \$9, buyers

\$20 \$191, sellers

\$374 nominal

\$50 \$47, tales & sollers

THE WEATHER.

CHINA COAST METEOROLOGICAL REGISTER, 27th OCTOBER, P.M.

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On the 27th at 12.50 p.m.—Barometric changes are slight.

Pressure remains high over the interior of China, and an area of low pressure appears to be lying in the Pacific to the S of the Loochoos. Strong monagen on the China coast, and in the N part of the China Sea. Forecast:—Fresh N winds: tine.

C. S. James 7 a.

On the 23th at 11.53 s.m.—The barometer has fallen slightly on the China coast. The depression is probably lying in the neighbourhood of the Loochoos. Pressure remains high over the interior of China. Fresh to strong monsoon on the coast and in the N part of the China Sea. Forecast:—Fresh N winds; fine.

HONONONO HOTEL Ir. W. H. Anderson Mr. E. N. Irving Mr. & Mrs. H. Johanson Ir. D. A. Andrews Mr. R. J. Johnstone Irs. Angu 🦠 Mr. & Mrs. B. S. Joseph Ir. H Arnold Mr. E. A. Katsch Ir. W. S. Bailey Mr. & Mrs. F. Klene Ir. Bakowell Major H. S. King Ir. B. J. Barlow Mr. J. Kirkwood dr. F. C. Barlow L. R. L. Hockinth Capt. R. Lake Mr. N. Lazarus Ir. J. T. Bell Major R. P. Litledale, Dr. Beringer Hr. J. Black Mr. Gordon MacKie Ir. A. Bonner.

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HONGKONG TIDE TABLE. From 29th October to the 4th November.

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